

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., FEBRUARY 10, 1904.

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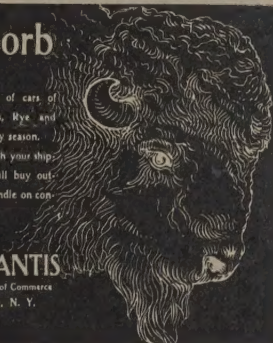
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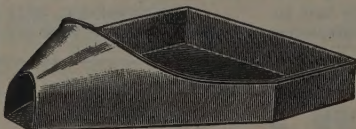
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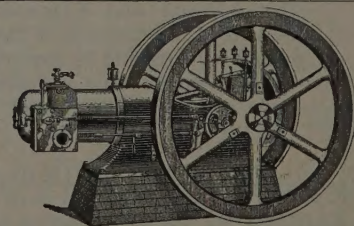
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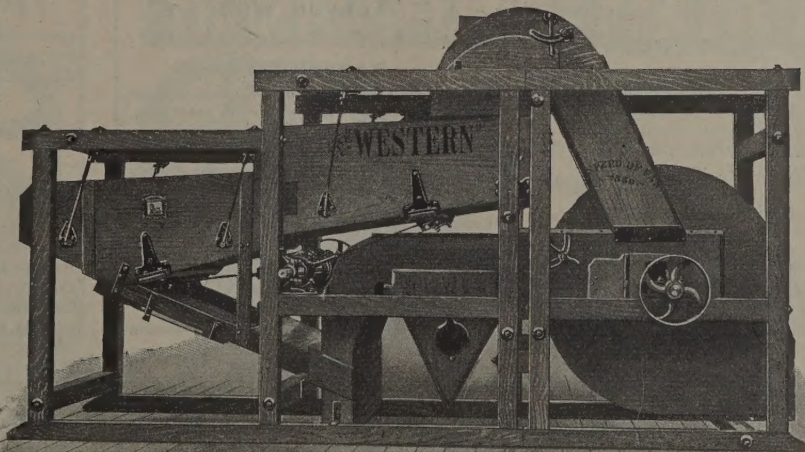
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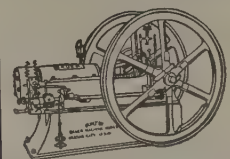
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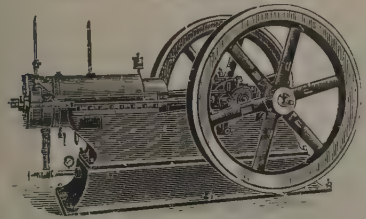
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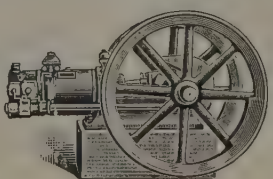


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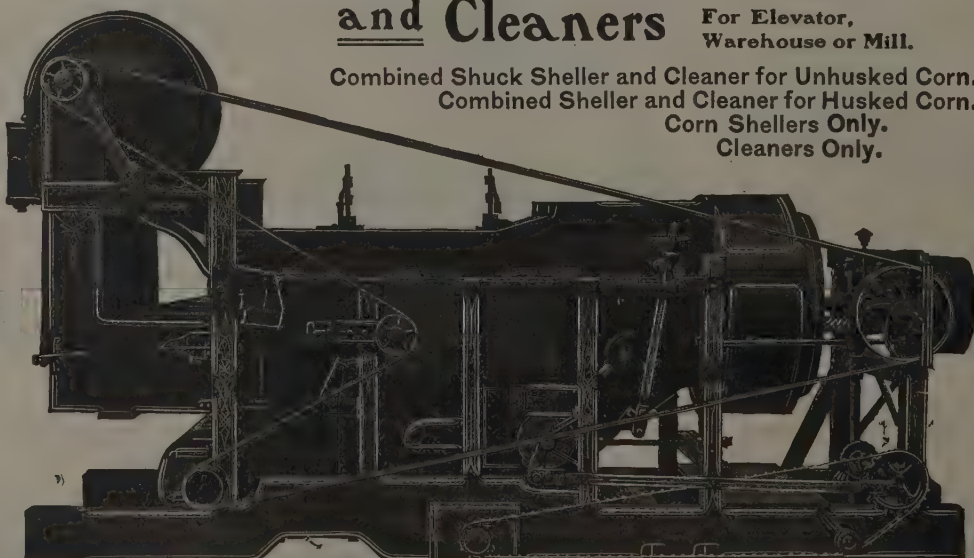
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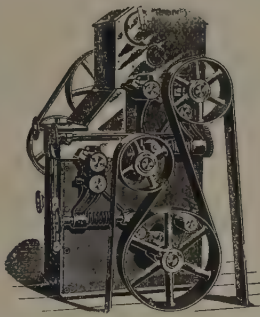
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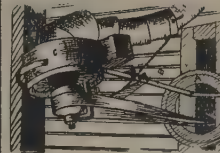
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Engineer and Mechanical Expert. Manufacturer of Grain Elevator Machinery and Supplies, Pumps, and Special Machinery of all kinds. Engineering, Superintending and Expert work a specialty. Correspondence Solicited.

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ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want. We also manufacture the

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OUR SPECIALTY:

GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof**FIRE & INSURANCE.**

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If it does, let us make your plans or build your elevator. Of the 300 elevators built by us none have burned. This we claim is due largely to the fact that they

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ANY CAPACITY DESIRED

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Practical Elevator Builders

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"Please discontinue my advertisement
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have sold my engine thru the ad., and
could have sold one-half dozen en-
gines if I had them."

Steel Storage & Elevator Construction Co.

Builders of

FIRE PROOF STEEL GRAIN ELEVATORS.

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Send for illustrated catalog on fireproof steel grain elevators.

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Does away with the fire hazard and pays for itself
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The Pioneer Elevator Builder of Iowa.

There is reason in all things, so there is
in his withdrawing from a company, and it
is to your advantage. Write when wanting
plans, estimates and advice, and be con-
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Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to
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time and prevents errors in copying.

This book is 12x12, contains 225 pages and
has room to record 7,425 loads in duplicate.
Each page has duplicate printing for col-
umn heads of Gross, Tare and Net weights
and the page is perforated down the middle
from top to bottom, so that half of it fold-
back on the other half, bringing the dupli-
cate printing on half of the page over the
printing on the under half, so that when a
carbon paper is inserted between the leaves
formed by folding back the page, an exact
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A sheet of pressboard 6x12 inches is fur-
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tween the pages and makes a good writing
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The book is well bound in heavy board
covers. Price, \$2.00.

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OUR numerous satisfied customers is the
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ability to design and build economical ele-
vators. If you intend to build write us
about it and thereby save some money.

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Plans and Specifications Furnished. Call
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GRAIN ELEVATOR SUPPLIES.

Testimony

from those who know the value of the "For Sale" and "Wanted" columns of the Grain Dealers Journal for reaching live grain dealers.

Continue ad until further notice: It brings results.—T. C. Grady, Maroa, Ill.

Stop the ad it has brought us a trade.—Mell & Cole, Egin, Okla.

We have sold out. Your journal did it.—McCrea & Vlerebome, New Holland, Ohio.

Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more; all of which came about thru the recent ad run in the Journal.—Julius Kunz, Wesley, Ia.

Please stop ad as I am now overwhelmed with applicants. I am receiving answers from Ohio to Colorado.—J. R. Marsh, Cedar Vale, Kans.

At the time we inserted our ad in your Journal, we also sent the same to the daily papers in St. Louis, Chicago and other cities. We are pleased to say to you that we received more replies thru the ad inserted in your paper than any other one that we advertised in, tenfold.—The Union Grain and Hay Co., Cincinnati, O.

What the Journal has done for these advertisers, it can do for you.

If You Don't

buy your goods of us

We Both Lose Money

Complete line of

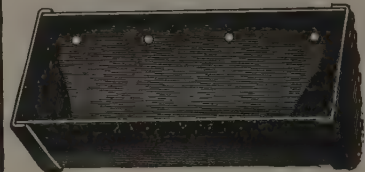
ELEVATOR MACHINERY AND SUPPLIES

H.L.Thornburgh & Co.

Chicago, Ill.

ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.



ARE YOU TROUBLED

with the dust from your Exhaust Fan?
If so, the

Hartford Dust Collector

will obviate the nuisance.

Leaflet No. 55-M tells all about them.

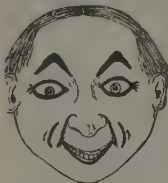
HEATING, DRYING AND EXHAUST SYSTEMS.

Forced and induced mechanical draft.

THE HARTFORD BLOWER CO.

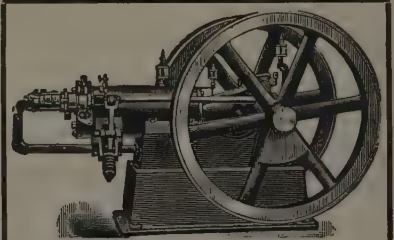
124 Suffield Street

HARTFORD, CONN.



We'll have the laugh on you if you don't buy our Pat. Chain Feeder to carry your grain to the boot and sheller. It will save you trouble, and a man's time; increase the handling capacity of your machinery and the size of your bank account.

Send us specifications of complete, or part of equipments for rock-bottom prices. **B. S. CONSTANT CO., BLOOMINGTON, ILL.**



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It Will Pay You (and Us) to get our Prices.
Good Stock, Prompt Shipments, Try Us

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"Built for Business"

By Mechanical Engineers
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Sole State Agents HOWE Gasoline
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Manufacturers of Elevating, Conveying and Transmitting Machinery.

Send us your RUSH orders.

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CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars
without
shoveling.

It is worth its
weight in gold

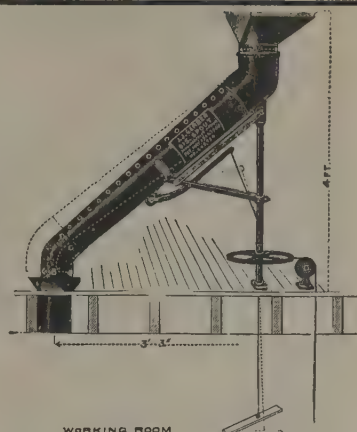
It will save you in
labor all it costs in
less than a month.

Send for Prices to

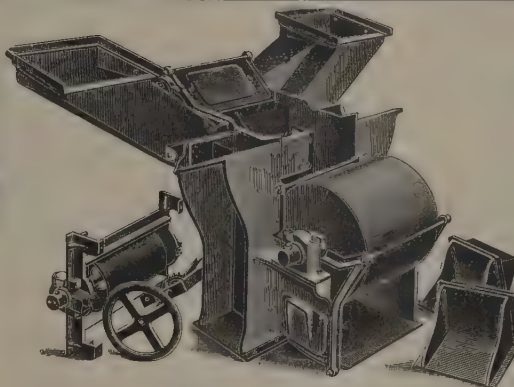
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"The Gerber Improved Distributing Spout is the remedy for mixing grain. Try one and be convinced that it is the best spout you can have in your elevator. Elevator spouting a specialty. Address J. J. Gerber, Minneapolis, Minn."



NON-MIXING



NON-CHOKING

HALL SYSTEM

SIGNALING
DISTRIBUTOR

NON-CHOKABLE
BOOT

If you place these **two devices**, one at the top, the other at the bottom, of your elevator leg, we will guarantee you will have **no chokes or mixed grain**, and will **double** the amount elevated and life of cups and belts, with **one-tenth** the labor and anxiety.

SENT ON TRIAL.

SEND FOR
BOOKLET

HALL DISTRIBUTOR CO.

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FIRST NAT. BK. BLDG.
OMAHA, NEB.

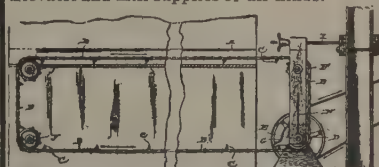
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We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

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MINNEAPOLIS, MINN.

A. H. RICHNER,

Chain grain feeder for handling all kinds of Grain from dumps or crib to shelter or elevator, also designer and builder of grain elevators, Elevator and mill supplies of all kinds.



Write for prices and full sized cuts of the Special No. 78 A. H. R. Feeder Chain, the strongest chain in the United States for grain feeders. Address A. H. RICHNER, CRAWFORDSVILLE, IND.

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Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal allocated me in a good position; and I have had several offers of good positions since from the advertisement.

Machines, Supplies and Businesses

Cannot be placed before the grain dealers and elevator men of the country without advertising. Personal solicitation is so expensive as to preclude its extensive use. Circulars are so cheap they fall in the waste basket unopened.

The only effective method within reasonable cost is to place an advertisement in the Grain Dealers Journal. Every copy goes to a live grain man and keeps its advertisements before him night and day. Try it.

Moisture

should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every country elevator man to dry grain, for the

PERFECTION GRAIN DRIER

is within reach of all and it is practical, too. A postal card request will bring full information.

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BABCOCK & HOPKINS, Rensselaer, Ind.
CALDWELL, BARR & CO., Earl Park, Ind.
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PERFECTION GRAIN DRIER CO.

NOT INCORPORATED

Successors to

TWEEDALE & HARVEY

ROOM 905, 303 DEARBORN ST.
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The Purchase of the Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
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Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Udike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	"
Kansas Grain Co.	Hutchinson, Kans.
Omaha Elevator Co.	Omaha, Neb.
Midland Elevator Co.	Kansas City
Duff Grain Co.	Nebraska City, Neb.
John I. Glover,	Kansas City, Mo.
Broadnax & McLiney,	"
United States Dept. of Agri.	Washington, D. C.
Bartlett, Kuhn & Co.	Terre Haute, Ind.
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E. R. Bacon, Wabash Elevator	Chicago
AND MANY OTHERS.	

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$300,000.00.

New book describing the drier free.

**Hess Warming & Ventilating
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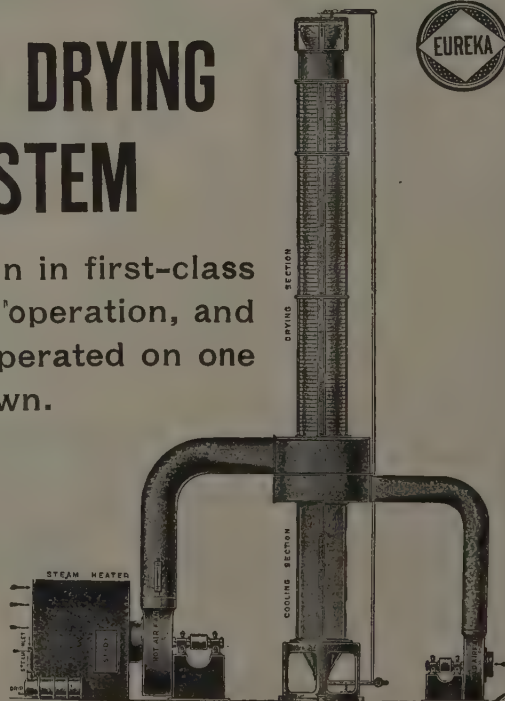


THE "EUREKA" CORN DRYING AND CONDITIONING SYSTEM

Will completely dry and put damp corn in first-class condition. Is complete, economical in operation, and occupies small space. Fans can be operated on one shaft on two independent fans as shown.

THE S. HOWES COMPANY

SILVER CREEK, N. Y.



Chicago Office, 202 Traders Bldg.
Northwestern Office, 3 Chamber of Commerce, Minneapolis.
Southwestern Representative, J. N. Heater, care Savoy Hotel, Kansas City, Mo.



GRAIN PURIFYING

For improving the condition and selling value of oats and feed barley should be as common as cleaning corn, and is certainly much more profitable. Many others do it, and you are throwing money away when you fail to do it.

We have been granted the only Process Patent ever issued by the United States Government for doing this work, and we can do finer work than was ever done in this branch of grain handling.

If you are interested, write us and we will send you descriptive circulars and samples of grain showing the results of purifying. *Address*

CALDWELL & BARR

EARL PARK, INDIANA

Bushel Values

Shows at a glance the cost of any number of bushels and fractional pounds, from 1 to 1,500 bushels of any kind of grain, from 15, 16, 17 cents up to \$1.04 per bushel.

Bushels are shown in red figures and values in black. The price per bushel being given at top of value columns.

It is conveniently arranged and easily understood. Printed on good paper and bound in heavy paper cover. Price 50 cents.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

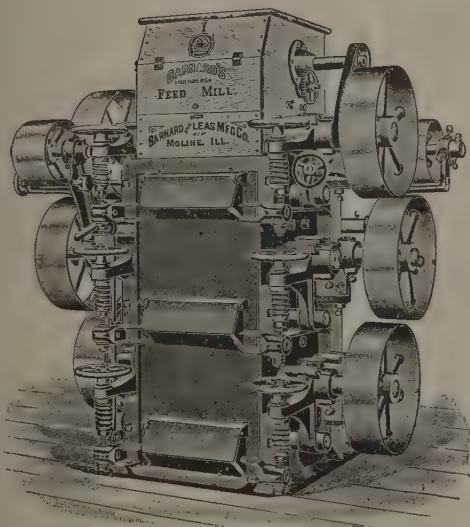
Union Scale & Manufacturing Co.



Manufacturers of simple, accurate and reliable Automatic Weighing Machines. Scales for even weight bagging a specialty. Write for particulars.

**36 and 38 Union Park Place,
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FEED MILLS



We Make Them For All Purposes.

We make them for grinding all kinds of feed as well as fine meal for table use.

Our line includes Willford's Light Running Three Roller Mill, and Barnard's One, Two and Three Pair High Mills.

It pays to operate a grinding mill in connection with your other outfit.

You utilize your spare power and add another source of income to your plant.

Send for our latest circulars.

BARNARD & LEAS MFG. CO.

Builders of Elevators and Elevator Machinery

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Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

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No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

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Showing the rate per bushel, when the rate per 100 lbs. is 3 to 50% cts. The only tables published which reduce even and half cent rates per hundred weight to the correct amount of freight per bushel.

This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50% cts.

Price 15c. per copy. Two copies for 25c. Or ten for \$1.00.

GRAIN DEALERS COMPANY,
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The Practical Gas Engineer

(Second Edition)

A Manual of Practical Gas and Gasoline Engine Knowledge, Covering Errors to be Avoided in the Construction of, and How to Erect, Operate and Care for Gas and Gasoline Engines. For the Gas and Gasoline Engine Owner, Engineer or any one wishing Plain and Practical Information on this style of Motor.

By E. W. Longenecker, M. D.

The index is complete, occupying 15 pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book contains 140 pages, is of convenient size, printed on book paper and neatly bound in cloth. Price \$1.00.

GRAIN DEALERS COMPANY
235 LaSalle St., CHICAGO

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Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

Grain Dealers Journal, 255 LaSalle St., Chicago

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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2½ in. wide by 8¼ in. long. Price 50 Cents. Address

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255 LaSalle St., CHICAGO, ILL.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

68 POUND EAR CORN TABLE

which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 6,590 pounds will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

Clark's Fractional Values of Bushels

At Fractions of a Cent, by Eighths.

These tables are printed on heavy white bristol board in red and black. The amount in bushels being shown in red and the value of bushels at fractions of a cent by eighths are shown in black. The tables show the value of any quantity from 1 to 50,000 bushels at ⅓, ¼, ⅕, ⅙, ⅚, ⅞, ⅘ and ⅞ cents. They are the most conveniently arranged tables for showing the fractional value of bushels that have ever been published, and are so arranged that the card can be tacked up before a desk for convenience and reference, all of the tables being on one side.

Price 25 cents.

12 copies, \$2.00; 100 copies, \$10.00.

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GRAIN DEALERS COMPANY,
10 Pacific Avenue, CHICAGO, ILL.

GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of at per bushel to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3½x10½ inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16¼ inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

JUST OUT!

SIXTH EDITION OF

CLARK'S Car Load Tables

REVISED AND ENLARGED

All of the tables are bound in one volume, showing the following reductions:

Oats (32 lbs.) six tables, 20,000 to 86,000 lbs.

Corn (56 lbs.) eight tables, 20,000 to 108,000 lbs.

Wheat (60 lbs.) eight tables, 20,000 to 108,000 lbs.

Barley (48 lbs.) six tables, 20,000 to 86,000 lbs.

The number of bushels in any weight of grain within the numbers specified above are given in bold-faced type. Pounds are printed in red, bushels in black. By their use all reductions are avoided and errors prevented.

Bound in cloth, Price \$1.50

Bound in leather with marginal index, Price \$2.00

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Each square is used to keep a record of each load of grain and affords room enough for the farmer's name, kind of grain, gross, tare and net weights and to figure how much it amounts to at the ruling market price.

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is designed especially for use of grain buyers in keeping detailed record of grain bought from farmers. It is made of good paper and bound in heavy manilla cover stock. Size 10½x14 inches. Its 100 ruled pages are numbered and at top of each are the following column headings: "Date, Name, Driver, Kind of Grain, Gross, Tare, Bushels, Total Amount Bushels, Price, Amount, Remark."

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Clark's Grain Tables for Wagon Loads are used more extensively by country grain buyers than all other tables combined for finding the number of bushels in any wagon load. It contains nine tables for this purpose and four dockage tables, all printed from heavy faced type, in two colors. Each table gives reductions from 100 to 4,000 lbs., is complete on one page, and is so arranged as to provide an effectual safeguard against errors by inexperienced persons.

The tables show the following reductions: (1) OATS at 32 lbs.; (2) OATS at 33 lbs.; [A table reducing oats to bushels of 33 lbs. will be substituted for the 33 lb. table if desired.] (3) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (4) SHELLED CORN, RYE and FLAXSEED at 56 lbs.; (5) WHEAT, CLOVER SEED, BEANS, PEAS, and POTATOES at 60 lbs.; (6) EAR CORN at 70 lbs.; (7) EAR CORN at 75 lbs.; (8) EAR CORN at 80 lbs.; (9) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage. The tables are bound in strong Manila covers. Price, 50 cents. Address

GRAIN DEALERS COMPANY,
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GRAIN DEALERS' EXCHANGE.

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ELEVATORS FOR SALE.

Burks THE Elevator Broker, Decatur, Ill.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

ELEVATOR at Morrison, Oklahoma, for sale. Address T. J. Donahue, Morrison, Okla.

LIST YOUR ELEVATORS for sale with us, we can sell them quick. Aaron Smick, Decatur, Ill.

THREE ELEVATORS for sale. Price \$7,500.00. Also one lumber yard and alfalfa farm. Address F. C. Kellogg, McCook, Neb.

ELEVATOR AND COAL BUSINESS: Two competitors; receipts over one million bus. per annum. Address Geo. D. Wernli, Le Mars, Iowa.

ELEVATOR FOR SALE in northern Indiana. Good territory. No competition. Address: Al, Box 3, care Grain Dealers Journal, Chicago, Ill.

AARON SMICK, Decatur, Ill., has 20 Elevators, for sale or trade, located in Ohio, Ind., Ill. and other states. Write for list. Aaron Smick, Decatur, Ill.

LINE OF FOUR ELEVATORS and Grain Houses for sale in western Iowa. Will sell one or all; large territory. Address Taylor & Emmons, Stuart Iowa.

IF YOU HAVE land or other desirable property that you would exchange for elevator property in any of the grain States, write C. A. Burks, Decatur, Ill.

MODERN ELEVATOR; 10,000 Bushels; O. K. in every respect. In one of the best grain markets in Texas. Come and see it or address Clifton Trading & Elevator Co., Clifton, Texas.

A GOOD ELEVATOR, hay storage and coal business for sale at Farmland, Ind. Good territory, no competition in hay or coal, one other elevator, a money maker for the right man. Address Box 261 Winchester, Ind.

ELEVATOR FOR SALE on C. & M. V. or Pa. lines, in good grain country. Two dumps, eight bins; 20,000 bushel capacity house. Town of 1,200 inhabitants; 2 school houses, 4 churches. John H. Parks, New Holland, Ohio.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR PROPERTIES—Elevator, Coal, Hay and Feed Business for sale; 75,000 bushels grain capacity; 5,000 bushels crib room; 250-ton coal bins; gas engine, wheat, and corn cleaners and sheller. Will be sold at a bargain. A snap for the right party. Adolphe Breuchaud, Greenville, Ill.

ELEVATORS FOR SALE.

HAY, GRAIN, COAL and Produce Business for sale. No competition. Box 54, Scotts, Mich.

ELEVATOR in Indiana for sale; capacity 30,000 bushels; crib room 15,000 bushels; modern in every respect; good reason for selling. Address W. E., Box 7, care Grain Dealers Journal, Chicago, Ill.

INDIANA ELEVATOR for sale cheap. Elevator in good repair; handles 250,000 bushels annually; best organization in state; big margins. Address X. Y. Box 2, care Grain Dealers Journal, Chicago, Ill.

YOU look here for elevators when you want to buy, and owners who desire to sell watch our "Elevators Wanted" columns. If you want all probable sellers to know of your want send word to them by a Journal want ad.

CEREAL MILL, GRAIN and Coal business for sale. Will be sold at a bargain. Wanting to retire on account of sickness. Good business, can be increased by working a little. For particulars address F. Struve, Miles, Ia.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR and Coal business for sale; 12,000 bushels capacity; cleaners, shellers, gasoline power; handles 60,000 bushels of grain, 1,000 tons of coal, annually; on good margins, a snap at \$3,500. Address Cooper Box 1, care of Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agt., C. G. W. Ry.
604 Endicott Bldg.
St. Paul Minn.

ELEVATORS WANTED.

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

ELEVATOR WANTED, to buy or rent. Address Box 62, Parkersburg, Iowa.

IF YOU WANT to buy an elevator write C. A. Burks, Merchants Exchange Bldg., Decatur, Ill.

GOOD ELEVATOR wanted in northern Indiana, to rent or buy. Write Kinsey Bros., Claypool, Ind.

GOOD ELEVATOR wanted in good territory. Write W. C. Marsh, Nemaha, Ia., and give full particulars first letter.

ELEVATOR WANTED in Indiana or Ohio, handling not less than 200,000 bushels annually, with good side lines. Address Greeley & Co., Arcola, Ind.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

GOOD ELEVATOR wanted in exchange for first class black loam grain farm. Only those desiring to trade need write. Address W. S., Box 51, Cowden, Ill.

I WILL PAY cash for a Model Elevator, gasoline power, in good repair, in corn and oats territory. Write full description and price to Geo. Pearce, 110 6th St., Peoria, Ill.

ELEVATOR WANTED in Iowa or Illinois in exchange for a good farm, located in Palo Alto county, Iowa, valued at \$65.00 per acre; incumbrance \$6,100; will take elevator worth \$3,000, balance cash. Address Box 848 Spencer, Iowa.

LOCATIONS FOR ELEVATORS

FINE LOCATIONS for Elevators

On The Belt Railway of Chicago, (The Inner Belt). Ample car supply and competitive rates. Easy access to all Chicago roads. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

MILLS FOR SALE.

FOR SALE—A 90 bbl. Mill; elevator in connection, running night and day; handles 150,000 bushels wheat annually. Also 1,100 acres choice lands. Smith & Hunter, Carnduff, Assa.

ROLLER FEED MILL for sale, steam power, 3-stand, 40-bbl.; cheap fuel; in the best Wisconsin rye belt; has good feed trade. Reason for selling, poor health. Box 107, Montello, Wis.

\$3,500 BUYS an up-to-date 75 bbl. Plansifter Mill; \$2,500 cash, balance on time. No other mill and no opposition in grain trade; also good shipping point. This will bear investigation. Address Box 48, Sorento, Ill.

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GRAIN AND SEED FOR SALE.

CLOVER AND MILLET SEED for sale. J. F. Ochsner, Nauvoo, Ill.

TIMOTHY SEED for sale. Send for samples. Address Southall & Williams, Pierson, Iowa.

CLOVER SEED, Wheat, Corn and Oats for sale. Address Kinsey Bros., North Manchester, Ind.

D. HUNTER & CO., Hamburg, Iowa, have 2,000 bushels fine St. Charles white Seed Corn for sale in Ear.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

J. G. PEPPARD, KANSAS CITY, MO., buys and sells Sorghum Seed, Millet, Alfalfa, and other Grass Seeds.

CORN FOR SALE in car lots. Write for prices. Elevators on Northwestern Ry. The J. H. Hamilton Co., 538 Bee Bldg. Omaha, Neb.

CHOICE LOAMING SEED CORN crop of 1902, for sale. Tipped and shelled at \$1.25 per bushel, sacks included. W. C. Mottier, Gibson City, Ill.

SEED SPELTZ, Oats and Barley, also Timothy and all field seeds for sale. Wholesale Price List on application. L. L. Olds Seed Co., Clinton, Wis.

CLOVER, SEED OATS, SWEET CORN wanted—car of each. Name varieties you can supply and quantities. Young & Halstead, Troy, N. Y.

WHITE RUSSIAN SEED OATS for sale. We quote delivered prices. Samples furnished, correspondence solicited. The Updike Grain Co., Omaha, Neb.

FIELD AND GRASS SEED for Sale. When in need of anything in this line write us; we make prompt delivery. The Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

HEADQUARTERS for Alfalfa, Meadow Fescue, Millet, Sorghum, and Kaffir corn seed. Address Kansas Seed House, F. Barteldes & Co., Lawrence, Kan.

BUY YOUR SEED direct of the grower. Write the Ireton Bros. & Eikenbary Co., Van Wert, O., for prices and samples and mammoth, medium, alsyke, and timothy seeds.

SPRING RYE, EARLY FORTUNE MILLET, Broom Corn Millet, Siberian Millet, Red River Early Ohio Seed Potatoes, Speltz, etc., for sale in carloads. Fargo Seed House, Fargo, N. D.

SEED CORN—Early Golden Surprise field corn a specialty. Write at once for our Free Annual Catalogue of 1904 on Garden Seeds, Small Fruits, Fine Poultry, Chester hogs and Polled Angus cattle. Simon Bell & Son, Junction City (R. D. No. 3), Ohio.

SEED PEAS for sale. We have a surplus of McLeans Little Gems and Bliss Everbearing peas; will make very low price; state quantity wanted. Forrest Seed Co., Cortland, N. Y.

GRAIN AND SEED FOR SALE

ALFALFA SEED, pure, fresh, 1903 crop; car or bushel lots. Also Turkey Hard Wheat, car lots. Speltz, Macaroni Wheat, Kaffir, Etc. Write for prices. McBeth & Kinnison, Garden City, Kan.

IF IN NEED of Mammoth, Medium and Alslyke Clover Seed ask for our samples and prices. Being in the Center of the best Clover section of Indiana, we in position to quote you the right prices. Kraus & Applebaum, Columbia City, Ind.

We are buyers of TIMOTHY, CLOVER, MILLET, POP CORN, KAFFIR CORN, BUCKWHEAT and other FIELD SEEDS. Also of Grain and Grain screenings suitable for chicken feed. Sellers please submit samples. THE ILLINOIS SEED COMPANY, Chicago, Ill.

RATEKINS' SEED HOUSE, Shenandoah, Iowa, buy and sell all kinds of Farm, Field, Grass and Garden Seeds. Write for prices; samples sent on application. When you have anything to offer submit samples and state price expected, your station.—Ratekins' Seed House, Shenandoah, IOWA.

GRAIN WANTED.

CORN, OATS Feed and Bran wanted. Ponto & Co., Montello, Wis.

PRIME YELLOW EAR CORN wanted. Daniel McCaffrey's Sons Co., Pittsburg, Pa.

OATS WANTED, Black and Dark Mixed. Send samples and quote. W. H. Small & Co., Evansville, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CORN AND OATS IN SACKS wanted. Quote full or split cars of any grade. The Dewey Bros. Co., Blanchester, Ohio.

CHOICE WINTER milling wheat wanted. Send samples, quote prices. Address Walsh Milling Co., Cuyahoga Falls, Ohio.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

GRASS AND FIELD SEEDS wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

WE WANT good No. 3 shelled corn at C., R. I. & P. and C., M. & St. P. points. Send samples and quote prices your track to Howard & Bemis, Edgerton, Minn.

WANTED IN CAR LOTS—Timothy, Red and White Cob Ensilage Corn, Red Clover and Millet. Quote with samples. Manitowoc Seed Co., Manitowoc, Wis.

CLOVER, TIMOTHY, MILLET, all Field Seeds and fancy Seed Grain wanted. Mail samples and cash price. J. Chas. McCullough, Seedsman, 2nd & Walnut Sts., Cincinnati, Ohio.

GRAIN WANTED.

WANTED—Canada Field Peas, Mansurey Barley, Clover, Timothy, Red Top, Blue Grass. Send samples, quote prices. James Vick's Sons, Rochester, N. Y.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

WHITE OR RED TEXAS OATS wanted. One or two cars. Also one car white corn of good quality. Send samples and state lowest price. F. O. B., Elgin, Okla. Write to A. Spreanger, Sterling, Okla.

WANTED—QUOTATIONS on Corn, Oats, Hay, and Bran. H. D. COTHRAN & CO., ROME, GA. References: R. G. Dun & Co., and First National Bank.

CLOVER, TIMOTHY, RED TOP, BLUE GRASS, DWARF ESSEX RAPE, POP CORN, BUCKWHEAT, FIELD PEAS, CHICKEN FEED and a full line of FIELD SEEDS for sale to dealers at the right prices. Samples upon application. The ILLINOIS SEED COMPANY, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

BUFFALO WAGON SCALE; five ton; for sale very cheap. Address G. W. Warner, Pickerell, Neb.

SCALES FOR SALE—Wanted to sell cheap a good pair 60 bushel Fairbanks or Howe hopper scales. Geo. T. King, Richmond, Va.

NEW AND SECOND HAND Railroad, Track, Hopper and Wagon Scales for sale. Give us a trial. We will save you money. Beckman Bros., Des Moines, Ia.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

SCALES WANTED.

HOPPER SCALE wanted; three hundred fifty bushels. Also good cleaner. J. J. Comer, Willis, Kan.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS' JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

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ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ONE STEAM ENGINE, 12 x 24 Slide Valve, for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

GASOLINE ENGINE, 4-h. p., for sale. First class, new. Guaranteed brake horse power. Very simple. The Advance Mfg. Co., Hamilton, Ohio.

KEROSENE OIL ENGINES give better satisfaction. Send for catalog. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

PIERCE GASOLINE ENGINE for sale; 30-h. p. latest improved 1904; new, guaranteed, \$600.00. Address Pierce Engine Co., Drawer B, Racine, Wis.

GASOLINE ENGINES for sale; new and second-hand; from 1 to 20-h. p.; in good running order. Globe Iron Works Co., 2419 University Ave. S. E., Minneapolis, Minn.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

GASOLINE ENGINES for sale. One 22 h. p. Foos; one 6 h. p. Fairbanks; one 9 h. p. and one 14 h. p. Otto; one 25 h. p. Fairbanks-Morse; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING Co., West 35th & Iron Sts., Chicago, Ill.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson St., Chicago.

FOR SALE at a bargain—One new 25-h. p. Brown Gas and Gasoline Engine, one new 15-h. p. Brown Gas and Gasoline Engine, two second-hand 12-h. p. Badger Portable, one 2-½-h. p. Stover and 2-½-h. p. Witte Gasoline Engines. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

FOR SALE—The following second-hand gas and gasoline engines: 60-h. p. Foos, 65-h. p. New Era, 35-h. p. Otto, 15-h. p. Lambert, 10-h. p. Otto, 5-h. p. Fairbanks, 6-h. p. Webster, 4-h. p. Foos, 4-h. p. Witte, 3½-h. p. Des Moines, 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

MACHINES FOR SALE.

ONE NEW PROCESS SHELLER No. 1, for sale; in good repair. Cheap. Finch & Freeman, Dayton, Ind.

FOR SALE—Belknap's Little Giant Water Motor, No. 16, good as new. Price \$50.00. B. H. Palmer, Ashland, Ohio.

FOR SALE—1 6-inch steel Conveyor, 18 feet long with hangers and cast ends, good as new. Address A. H. Richner, Crawfordsville, Ind.

CORN SHELLER for sale—One "Miami Valley", built by Philip Smith of Sidney, Ohio. In good running order. Address Winfield S. Fries, Greenfield, Ind.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 19. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

CORN MACHINES: One Cornwall cleaner; one double screen cleaner; one Victor corn sheller and cleaner combined. All good as new. W. H. Caldwell, 202 Western Union Bldg., Chicago, Ill.

MACHINES WANTED.

CRUSHER for corn on cob with shucks wanted. H. F. Broyles, Greenwood Springs, Miss.

GRASS SEED CLEANER wanted; hand-power, new or second-hand; must be guaranteed to top notch. Address M. L. Crowley, Galva, Ia.

MISCELLANEOUS FOR SALE.

FOR SALE—2,400 ft. of second-hand 5-ply, 17½-inch wide rubber belt. 2,800 elevator buckets, 6 x 14½, four holes, with brace in center. Can furnish boots to go with this belt. Four steel pans, 168 in. long at top, 92 in. long at bottom, 60 in. deep. Prices made on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

FOR SALE.

An elevator furnisher and builder wishes to sell his entire plant, stock and good will. Has large business and a large number of old and steady customers.

Will sell or lease shop property to purchaser of stock, machinery, tools, etc., if desired, and will also sell residence property at a bargain. Will engage with purchaser for one year as mechanical engineer, book-keeper or in any other capacity at small salary to work when health will permit.

Value of property is about as follows:—

Shop—a two-story stone building and grounds—\$4,000.00

Foundry Patterns, Machinery, Tools, etc., about—\$4,500.00.

Residence Property, 7 rooms, pantry and bath-room; furnace, hot and cold water, well and cistern, large basement; small barn, chicken house and large yard under tight board fence. A bargain at \$4,500.00.

Will sell all or part. Reasonable proposition considered.

Address Builder, Box 3, care Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

NO. 1 TIMOTHY HAY, for eastern trade wanted. Write at once. G. W. Kennedy & Son, Shelbyville, Ind.

HAY WANTED—Consignments solicited. Drafts for 75 per cent of value honored. Prompt returns. R. L. Chenery, Richmond, Va.

HAY AND STRAW WANTED on all roads. Liberal advances on all consignments. W. D. Jones, Buffalo, N. Y.

HAY & STRAW WANTED:—top prices and prompt returns guaranteed. Gilbert Plowman & Co., 601 West 33d St., New York, N. Y.

HAY WANTED—We want to buy all grades delivered our station either for immediate or future shipment. Write us. Geo. W. Hill & Co., Nashville, Tenn.

HAY AND STRAW wanted, all grades. Large or small bales for order trade. For sale, seed wheat, clover and timothy. Mich. & Ohio Hay Co., Allegan, Mich.

HAY CONSIGNMENTS solicited. Will honor draft with bill of lading attached for three-fourths value. Prompt returns. S. T. Beveridge & Co., Richmond, Va.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WANTED—WE Want to buy 500 tons of Number One Tangled Rye Straw. Please write us at once and name us price loaded on your track, or delivered Memphis. John Wade & Sons, Memphis, Tenn.

HIGHEST PRICES paid for Threshed Timothy Hay from Mich., Ind., Ill., and Ohio. Can handle any quantity to advantage. Quote basis delivered Richmond, Va., rate points. C. S. Allen & Co., St. Louis, Mo.

TIMOTHY HAY, choice No. 1 and good No. 2 wanted; also fancy clover mixed hay, any sized bales. Shippers can depend upon full market prices for same. We are strictly commission. Hay received on all routes. Write us. Address P. C. Lynch & Co., 8-12 Jav St., New York, N. Y.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS' JOURNAL of Chicago. It will bring you quick returns, at cost you only 15 cents per line. Try it.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

FIRST CLASS NO. 1 MAN wishes position as manager of country elevator. Address Lock Box 323, St. Anne, Ill.

POSITION WANTED as elevator man, grain buyer, or stock buyer. Best of reference. Address Box 108, Shipshewana, Ind.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

POSITION as agent country elevator; experienced in grain, hogs and coal; best references. Address Nash, Box 3, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as auditor of line elevator company. First-class reference furnished. Address A. R., Box 2, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as buyer for line eltr. co.; 8 years experience; will work reasonable to start; best references. State wages. Address Box 43, Cloverdale, Ia.

POSITION WANTED as manager of a grain firm. Have had charge of an elevator and solicited cash business. Can furnish best of references. Address Box 72, Cisco, Ill.

WANTED: By a grain buyer (with 7 years experience) a position either stationary or on the road. Address L. P. Box 3, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as Solicitor for grain firm, Manager or Buyer at station, or any good position, by sober, industrious man. Good references. Geo. W. Morrison, Chestnut, Ill.

POSITION WANTED by experienced stenographer with grain company in Ohio, Indiana, or Illinois. Can furnish references. Address H. F. W., Box 13, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by a young man who has had nine years experience with a wholesale grain firm both in the office and on the road. Best references. Address K. Box 1, care Grain Dealers Journal, Chicago, Ill.

POSITION, with first-class receiving or machinery firm, wanted. Have traveled Indiana for two years and have wide acquaintance with the grain dealers of the state. S. B. Sampson, Board of Trade, Indianapolis, Ind.

POSITION WANTED as bookkeeper or manager of an elevator, or as solicitor for grain firm, by a young, experienced grain man. A No. 1. Good references. Address R. E. X., Box 3, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with some Commission House as traveling representative. Have solicited cash business. Six years experience; personally acquainted with trade through Ill., Ind., and Ohio. Control good Consignment and Option business. Address T. C. Sullivan, Joliet, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager of elevator, prefer Minnesota or Dakota. Good references as to character and ability. Address Don, Box 3, care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by single man, 29 years old, as grain and stock buyer. Can furnish best references as to ability, honesty, etc. Address Worker, Box 3, care Grain Dealers Journal, Chicago, Ill.

THOROUGHLY EXPERIENCED Elevator man desires position as manager of country elevator, or foreman of transfer house. Reference given and required. Address Low, Box 3, care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED, as manager or superintendent, by a man who knows how to handle an elevator. 15 years experience in both inland and seaboard elevators. First class references. Address T. J., Box 3, care of Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WANTED—200 feet, 12-inch belting; 200 elevator cups 6 x 11; one elevator boot. Geo. L. Kern, Dwight, Ill.

WANTED—50,000, 2-bushel, Cotton Seamless and Export Flour Bags for cash. Cincinnati Bag Co., Cincinnati, Ohio.

FIRMS having any business relations with Kell & Co., of Mt. Vernon, Ill., will confer a favor by addressing Lek, Box 11, care Grain Dealers Journal, Chicago, Ill.

WANTED TO CORRESPOND with shippers of grain and hay, who wish to do business in this territory. Geo. T. King, Hay & Grain Broker, Richmond, Va.

WANTED; 15 to 20 h. p. gasoline engine Otto preferred; No. 2 Victor or Western Sheller; No. 2 Cornwall or Western Shaker Cleaner; 200 bushel capacity oat or wheat Clipper; 500 to 700 bushel capacity Hopper Scale. All must be in good condition. Address A. B. C. Box 3 care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Good warehouse and elevator man, one competent to look after machinery and grading of grain. Address Box 42, St. Anthony, Idaho.

GOOD ENGINEER and all round elevator man wanted, one who has had experience in working in elevator. Would prefer married man. Steady job. Address Fred Rose, Brookston, Ind.

PARTNERS WANTED.

ONE HALF INTEREST, in line of Minnesota Elevators, for sale to experienced grain man. \$50,000 required. Aaron Smick, Decatur, Ill.

FOR SALE, at a bargain, 1/2 interest in 100-bbl. Flour and 50-bbl. Meal Mill. Rolls and burrs for meal all in good shape, doing good business. Saint Jo Milling Co., Saint Jo, Texas.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE A LIMITED AMOUNT OF STOCK IN A NEW ELEVATOR & LUMBER CO. Will be organized soon to do a Lumber & Grain business in Western Canada. This section is alive with good business openings but it offers no better opportunity than a Lumber & Grain business. For particulars, address Al. Wolbrink, Rosthern, Sask. N. W. T.

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GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

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Smith's Improved Overhead Dump



Chain Drag Feeder, "Ohio" Sheller,
Marquis Ear Corn Feeder,
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Saw Dust, Tupper and Straight Bar
Furnace Grates.

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SIDNEY, OHIO.

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are ever changing, but you can always get a good premium for choice fancy clips. The clipping of the oats, however, must be properly done. To produce the best you must have the best machine, one that clips rapidly, perfectly and without waste.

The Invincible Oat Clipper

is simple, economical and durable. Runs smoothly, is dustless and in clipping does not hull the oats. If you handle oats write us.

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Silver Creek, N. Y.

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Lesson in "YOUR INTERESTS"

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121 Front Street, New York—J. W. PERRINE, Manager.



GRAIN DEALERS JOURNAL

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CHARLES S. CLARK, Manager.

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furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., FEBRUARY 10, 1904.

PREJUDICE and profit never travel together in the grain business. Smother that intolerant spirit, get next to your competitor and stop paying more than you can get for grain.

SHIPPERS who send their grain to Chicago via the C. & A. R. R. should read "An Illegal Switching Charge" on page 165, then get after their dear friends—the freight officials of the C. & A.

FRICION is credited with having caused the destruction of a Chicago elevator which was started recently after a shutdown of nine months. Plenty of lubrication saves much power, as well as some elevators.

THE New England Grain Dealers Asso. is said to be gaining rapidly in membership. The Yankees seem to have heard so many good things about the benefits of association, that they do not hesitate to try it.

COUNTRY towns and cities have begun a campaign of extermination against the bucket-shops, by enacting ordinances providing for license fees of \$50 up per month. Paris, Ill., is one of the first to see the necessity of protecting its citizens from the fakers.

THE MICHIGAN millers are again discussing the advisability of establishing a state inspection of grain at many interior points. If the politicians run the

department according to their own ideas grain inspection is likely to be more of a curse than assistance.

THAT CORN you bot from the farmer no doubt has a good rattle to it, but if you want to see what it is made of, take a good sized sample, rattle and all, into a warm room and leave it there for two or three hours, then put your hand into it and you may find that it is nothing but corn mush.

ST. MARY'S Feed & Fuel Co., St. Mary's, W. Va., seems to have an ungovernable weakness for refusing to accept grain on arrival unless shipper indiscreetly releases them from the necessity of paying the draft. St. Mary's seems to be one of the best markets in the country—to steer clear of.

DID water run into your scale pit during the recent thaw? Two dealers, who make a point of draining all water from surrounding territory into their pits could not move their platforms the next morning. It is much cheaper to keep water out of the scale pit than to remove it after it has congealed.

NOW is the time to interest your farmer friends in improved seeds. Re-planting old seed year after year will surely result in a greatly diminished yield as well as a marked deterioration in the quality of the grain produced. It is to your interest as well as the farmer's to have new seed introduced every few years.

LONGSHOREMEN who have been making life miserable for vessel captains for several seasons past, will be grieved to learn that at last a practical mechanical vessel trimmer has been invented by an elevator man of Galveston. The more arbitrary the unskilled laborer in any line becomes, the sooner will he be displaced by a machine.

COLUMBUS, O., weights and inspection are not in favor with local track buyers, most of whom refuse to furnish them or to accept them. There is some prospect of a produce exchange being organized for the proper promotion and protection of the city's grain trade. The present arrangement does not seem to be satisfactory to any one. Too much nepotism.

WRECKING TRAINS is not the prime object of every grain dealer who overloads a car, yet by so doing he makes a wreck very likely. Some dealers have been crazed by the presentation of a bill for damage due to a wreck caused by overloading a car, altho they were clearly to blame in the matter. Some wrecks cause a loss of life, as well as loss of property. Every grain dealer seeks to defend his overloading by the neglect of carrier to supply cars equal to his needs.

It must be admitted that his argument is a good one, but it does not release him from liability for overloading.

SHRINKING corn frequently results in the margin of profit shrinking out of sight. Keep your eye on it. Tie up a bag of ear corn each Monday, tag it and mark weight and date bagged. Then reweigh each Monday and record date and weight on the tag. The record of the shrinkage may make you sad, but it will also warn you against paying corn prices for water.

COLD weather has saved corn growers and handlers thousands of dollars. By keeping the water-logged corn in cold storage the number of shipments which spoiled in transit has been reduced to a minimum. However, the dealer who becomes overconfident by his cold-weather experience and attempts to ship the stuff when spring is here will get his bank account badly burned.

SHELLING tests will prove that you are not taking enuf ear corn to shell out 56 lbs. The cobs are very heavy this season, in fact one dealer has told us of his vain attempt to burn a lot of them by pouring kerosene oil over them. The oil burned off and the cobs remained. It became necessary to send out for wood to start a fire. Shell a wagon load and write us about the shrinkage.

THE OUT-INSPECTION of grain from speculative markets is generally as unlike in-inspection, as day is unlike night. It is not all due to the fact that human judgment is unreliable or that men cannot be expected to classify grain the same, but rather to the fact that the grain inspection departments of these markets are always glad to get the grain off their hands, especially if there is any chance of its deteriorating while in store.

"JUSTUS" writes us from New York against dealing in futures, but fails to enclose his name and address. Now, if Justus is sincere we must know it, by receiving his name and address. Anonymous communications are seldom honored by any self-respecting publication. It might be well for Justus to read the article in this number bearing on the Berlin Bourse and the effect of discontinuing trading in futures in Germany. The result would be worse here.

DO YOU insure the grain you store for farmers? If not it might be well to place a clause in your storage certificates releasing you from liability for damage to their grain by fire. Dealers who do not issue storage certificates should post large placards in conspicuous places about their offices and elevators to the effect that "GRAIN RECEIVED FOR STORAGE WILL BE AT OWNER'S RISK." Not every grain elevator man who has stored grain for farmers has

been required to pay for grain burned in his elevator, but a little protection will prevent much misunderstanding and some litigation.

RETIRED farmers and general merchants are numerous in many country towns, but retired grain dealers,—well, when they retire it is generally to go and live with their wife's relatives, or at least it has been that way in the past. Since some are insisting that they are justly entitled to a living profit on the business they conduct, we may look for an early change in this condition, and the retired grain dealer who can live on his accumulated capital will not be such a scarce personage.

BUYING-IN grain consigned to itself is a practice for which a Duluth grain commission firm has been tried and convicted at Duluth. However, Minnesota courts seem to be favorable to the release of criminals on technical grounds and it may be that the agent of Edwards, Wood & Co., will escape punishment, but if the Duluth Board of Trade does its full duty by the shippers who patronize that market, he will not be permitted to continue business on the Duluth Board. Winking at such impositions will surely drive away the city's grain trade.

WAR is at last a certainty between Japan and Russia and grain merchants are given to much speculation regarding its effect on the grain business. It does not seem likely that it will affect the coarse grains. The first to feel it will probably be wheat and rice, if they feel it at all. Unless the war is of unexpected duration it will not make much difference. So far as interfering with the production and marketing of this year's crops, its effects will be merely nominal. Modern means of warfare have a tendency to hasten the end of each conflict.

IT NOW seems likely that the Kansas Grain Dealers Asso., will hold its annual meeting in June as has been the practice heretofore with the Ohio, Illinois and Indiana Assos. The Iowa Asso. is also considering June with favorable eyes. Last year Nebraska changed the time of its meeting to June. If the dealers of the six states named attend their state meetings in June it is not likely that they would attend a meeting of the National Asso. in the same month. If the time of the National Asso. meeting is ever to be changed, as may be advisable NEXT year, then it should be changed to a month which will not conflict with the state meetings, unless, of course, it is desired to hold the meeting without the shippers. The National Hay Asso. has also held its meeting in June and has been attended by some grain regardless of whether it interfered with their attending the Grain Dealers Na-

tional meeting. July or August would be much better than June because more shippers would then attend.

IN THIS number is published a query regarding the injustice of a railroad company demanding charges it had advanced to a shipper without consulting the receiver, and it would seem that the carrier has absolutely no grounds on which to justify its action. However, it has the receiver's money, and, in all cases where a railroad company is interested, possession is 99 points of the law. If any of our readers know of any arguments which would justify the said confiscation by the railroad company of the receiver's money we would be pleased to have him send them along. The case is such a very one-sided one that nothing more than the beginning of suit would seem to be necessary in order to induce the carrier to refund the money.

COOPERING CARS is acknowledged to be a part of the railroads' duty. The cars should be in prime condition for receiving the grain when switched to the elevator for loading. In Chicago and some other terminal markets the railroads do cooper cars for shipment from the elevators, and it is interesting to know that where a car which they have coopered is afterwards unloaded at a city point, they make a charge of \$3.50 for the coopering. If the railroads consider the labor of coopering a car in Chicago worth \$3.50, surely it ought to be worth at least \$3.49 at country points on the same railroads, and it might be well to put them to the test by presenting bills for the service rendered. Western shippers will be pleased to hear from shippers on the eastern lines, who put the charge to a trial.

McCUMBER'S famous federal grain inspection bill received its most violent flogging at the recent meeting of the Tri-State Grain and Stock Growers in Fargo, N. D. In fact the report of the committee appointed to draft resolutions on the bill presented resolutions denouncing, in most vigorous terms, the measure. It is very evident that McCumber is acting in the interests of the politicians rather than the interests of his constituents at home. The machine politicians have long ached to have a national inspection department which would provide a few more places for their friendly followers. The measure savors much of the same kind of politics which has provided a warm sinecure for a Chicago politician, recently, in establishing a naval officer who shall have absolutely nothing to do, but draw his salary of \$5,000 a year. Again we say that the proper province of government is to govern, not to serve, and that when the government does attempt to serve it renders very inferior service at ten times the cost of good

service rendered by private individuals. The postoffice department is no exception to the rule.

THE ILLINOIS Railroad and Warehouse Commission has graciously granted a tare of 50 pounds on cars arriving in East St. Louis weighing 40,000 bushels and less. Where cars weigh over 40,000 bushels the elevator man may take 100 pounds to allow for future shrinkage in handling. Should any shipper to that market make up his mind that the Illinois Railroad and Warehouse Commission had no authority to give away his grain it is very likely that he would make it warm and rather exciting for the gentlemen who have agreed to look the other way, while the elevator men help themselves to the shipper's grain. To begin with the commission has absolutely no authority to attempt to weigh grain in East St. Louis. It has not complied with even the requirements of the illegal law to establish a department at that point.

WASTING postage on dead men seems to be one of the delights of some receivers. It may be that they are too lazy to correct their lists and keep it up to date, but we doubt that this is the reason, because they persist in sending market information to dead men at so great expense, and so very long after they have passed to the land where the United States Postoffice Department has no jurisdiction. Recently it was discovered that a number of receivers and buyers were sending market information to John Tosle, Ashton, Ill., altho he had gone some 5 years ago. Mr. Clisbe, formerly engaged in the grain business at Arcola, Ill., died several years ago, but his son received much mail in his father's name, and gave it out to others, that they might disturb the local market and irritate the regular dealers of the station. So much careful work has been done to assist buyers and receivers in keeping their lists up to date that they no longer are excused in wasting postage on dead men.

GRAIN Committees of terminal markets which are interested in reducing shortages in grain shipments to their market will find several very interesting paragraphs in our Chicago column this number. The Chicago railroad yards are spread over far more territory than at any other grain center in this country, hence are more difficult to guard. The Grain Shippers Protective Asso. has been working diligently and its detectives have watched vigilantly for the car breakers. Every month boys and men are arrested and fined. The city is unfortunate in having a juvenile court judge who persists in encouraging boys to steal, by chicken-hearted leniency. It is unfortunate both for the boys and the city's

grain trade. If he would rigidly enforce the law and require all the Justices of the Peace to do likewise, young hoodlums would have far more respect for the laws and property. In St. Louis recently clerks at team scale yards have been detected selling grain. It seems that some expressmen took occasion to call at the yards when teamsters were hauling from open cars, and were permitted to help themselves for a pittance a load.

EFFECT OF BALTIMORE FIRE ON INSURANCE RATES.

Baltimore's great loss of property and the heavy losses suffered by the insurance companies is very likely to be felt soon in a stiffening of insurance rates and a discontinuance of the cutting of rates which has recently been indulged in by some of the companies which covet the business being secured by the mutuals.

A large part of the fire loss of this country has been occasioned by one burning property communicating fire to adjoining property, thus causing loss by exposure. The Baltimore conflagration is nothing more than a series of losses by exposure. This character of losses are seldom suffered by the grain elevator and flour mill mutuals, because their risks are isolated. The stock companies do not make an adequate charge for exposure and practically no charge for conflagrations. They seek protection by loading up the rates on all policies and hope thus to create a large surplus. This is probably equitable to the city property owner, but not fair to the country elevator owner. He should not be called upon to contribute one penny to a conflagration fund, and he does not do so, if insured in any of the mutuals who make a specialty of this class of risk.

THE SELFISHNESS OF COUNTRY MERCHANTS.

In "Letters From Dealers," this number, will be found an interesting letter from a banker in South Dakota, who, tho interested in the advancement of the business interests of his town, is unable to commend the action of the local merchants, who are about to imitate the folly of their brother merchants in a neighboring town.

The general merchants of Viborg, fearing that the local grain merchant might make a penny, purchased and installed a "little red wagon," in other words, a portable grain elevator with a dump. They keep this wagon in active service elevating prices to an unprofitable figure at Viborg. So far the grain merchants have not seen fit to engage in the general merchandise business, on account of the unreasonable profits harvested by the general merchants, but it would seem that they were justified in doing so.

The general merchants may attract a little extra trade to their town for a time, but are very likely to lose more on the grain they handle without a margin than they make on the extra merchandise sold. When the grain merchant does decide to go into the general merchandising, the merchants will, of course, denounce him in vigorous terms as an interloper.

SUPERIOR'S FOLLY.

Superior's folly in trying to force the grain merchants of Duluth to conduct their grain business in Superior is so very short-sighted that it is ridiculous. If Superior is anxious to monopolize the grain trade at the head of the lakes, then it should make conditions at Superior which will attract the grain dealers to its city. Were it to succeed in forcing a number of grain dealers to do business in Superior at present, they would be greatly handicapped by the fact that the grain receivers of Duluth are more conveniently located for the marketing of grain.

It is silly for the merchants of any town to presume that they can force capital to engage in lines of business which they desire promoted. Capital seeks investment where facilities and natural conditions promise the best returns. Superior's persistent efforts to force the grain men to flock to it have been accredited by this Journal to the selfish scheming of politicians. If the persons agitating for Wisconsin inspection were in the grain business and personally interested in having the inspection changed, then it would be easy to presume that there was something wrong with the Minnesota inspection, but under the existing conditions we cannot help but conclude that the agitation is prompted solely for selfish interests and without any regard whatever to the interests of the grain trade which it has sought to drive to Superior.

Dual inspection would divide the influence of the grain trade at the head of the lakes, and make it a much less attractive market for country shippers. With two inspection departments the trade would be burdened with two gangs of politicians and not be near so likely to receive satisfactory service as under one. Superior would suffer, not gain, by the establishment of the second department.

NO. 3 CORN AT A PENALTY.

The Northern Illinois Grain Dealers Assn., at its recent meeting, adopted a resolution approving of a proposition now being considered by the Chicago Board of Trade to make No. 3 corn deliverable on contracts at a fair and equitable difference. No. 2 corn has not been produced in territory tributary to Chicago for several seasons past. Of course the grain hospitals have turned out large quantities of it; but the average country shipper has had none of it.

Those who have been so fortunate as to be the possessor of a good drier and a competent man to run it, have turned out as much as they desired of it, but they were not able to buy it of the farmer. The country grain dealer fears to hedge against his cash holdings, because, profiting by his experience in recent years, he knows he will be unable to deliver the goods. Too often has he tried to induce the Chicago inspectors to brand his corn as No. 2, but all in vain.

If he is to be induced to hedge against his holdings, the rules must be changed so as to give him some chance of delivering the grain he has at home. True, much of the corn received this season has not graded even No. 3, but this is hardly an average year.

New York seems disposed to make nearly all grain deliverable at varying discounts. It is maintained by some that this effort to make a speculative grade of the different classes of grain is more likely to drive the cash dealer out of the speculative market than to draw him into it. The exporter who today sells 100,000 bushels of No. 2 corn would like very much to come into the market and buy the option, but if there was much probability of No. 4 corn being delivered to him on his purchase, he would hesitate to hedge. About the only practical way to determine the actual result of changing the rule as proposed will be to give it a year's trial.

SEED CORN in the ear enables buyers to form some definite idea of what they are getting. The off-grade stuff some fakers are selling for superior seed corn is worse than the free seed distributed by congress. Such nerve savors much of the gold-brick-buncoc man. Buy your seed corn in the ear.

Receipts at Buffalo.

F. Howard Mason, secy. of the Chamber of Commerce, reports the receipts of grain at Buffalo, N. Y., and the shipments by canal, as follows:

RECEIPTS.					
	Wheat.	Corn.	Oats.	Barley.	Rye.
1899	9,088,873	48,008,014	53,843,327	26,469,401	15,110,672
1900	11,463,079	47,826,458	63,192,660	28,422,266	9,868,196
1901	11,063,439	61,294,248	30,539,848	21,438,545	7,687,239
1902	12,026,616	62,452,696	22,487,454	15,891,387	8,969,865
1903	11,243,027	40,455,328	43,364,979	30,976,088	10,681,655
SHIPMENTS BY CANAL.					
	1899.	1900.	1901.	1902.	1903.
Wheat, bushels	9,068,581	4,306,659	7,041,972	9,530,265	4,683,610
Corn	2,910,197	6,607,000	3,080,020	951,681	6,566,297
Oats	5,807,164	2,110,006	5,459,776	2,645,183	3,815,759
Barley	3,150,282	2,467,546	2,078,096	2,594,698	2,003,900
Rye	208,538	374,224	368,796	660,817	429,551

Letters From Dealers

THE INSPECTION MORE RIGID AT CHICAGO.

Grain Dealers Journal: In my travels around thru my territory, all of which is tributary to Chicago, I hear a good deal of complaint regarding the rigid manner of grading. This fault, if it be a fault, is certainly diverting a great deal of grain to other markets.

Corn that grades no better than No. 4 in the Chicago market grades No. 3 in such markets as Peoria, Toledo, Memphis, Buffalo and other eastern points.

I wish there was some way to get at the inspection committee so that the members would grade the grain the same as at other markets. I believe it would pay the Chicago Board of Trade to make an investigation.—Traveler.

STANDARD GRADES OF COAL THE CHEAPEST.

Grain Dealers Journal: I was rather surprised, in reading a recent article on spontaneous combustion from gas accumulating in covered bins, to see no mention made of one of the chief causes, which is the use of inferior grades of coal. Every person naturally feels disposed to obtain his fuel for as small an outlay as possible, but I have known cases where too great economy has proved "penny wise and pound foolish."

The chemical properties of the various grades of coal are not familiar to me, but I do know that some firms have been putting on the market fuel which contains an abnormal quantity of gas, and every now and then causes explosions in the furnace. I speak of this peculiarity because by means of it you can tell very readily what kind of stuff you are burning. It appears to me to be the part of wisdom to put in only standard grades of coal and let the cheaper varieties alone.

Apart from any danger on account of gas I think there is an actual saving in the cost of power. If I am wrong I will gladly stand corrected by any one, as I am interested in getting all I can for my money; the same as every one else.—S. R. P.

YOUR INSURANCE INTERESTS NEED ATTENTION.

Grain Dealers Journal: I wish to call the attention of grain dealers and millers to the fact that the passage of the Dryden insurance bill now pending before the U. S. Senate would seriously operate against many organizations that are of much benefit to the trade at large, including the mutual fire insurance companies that are furnishing protection to thousands of small mill and elevator proprietors at very low cost, compared with the rates charged by the so-called "line" or combine companies.

This measure, if enacted into law, would make the stock companies all-powerful, by removing legitimate competition. The bill professes to provide a remedy for "Lloyds" and other wild-cat schemes, but its practical effect would be as above stated. Another measure can readily be framed which will suitably protect the public against

the frauds that have been perpetrated upon it in the name of insurance; but it should be above the suspicion that it was introduced in the interest of the line companies.

The Milwaukee Chamber of Commerce acted promptly in condemning the Dryden Bill, and its action might be followed to advantage by such associations as are interested; for unless a protest is made to members of Congress the measure is liable to slip through and become a law without any amendment.—C. T., Milwaukee, Wis.

GIVE PUBLICITY TO TRICKSTERS.

Grain Dealers Journal: Secretary Wells of the Iowa association asks to be notified of cases where members refuse to arbitrate, and this is wholly commendable, but would it not be well, also, if grain dealers generally would call attention more than they do to instances of tricky or dishonest dealing, wherever it may be found? It seems to me that a duty is owed to the trade at large to make exposure of those who are guilty of defrauding others, particularly when the convicted parties are carrying on a brokerage or receiving business in one of the large markets.

The temptation to indulge in illicit practices is always open to a commission merchant, for he finds from the nature of his business that deception is easy; but crookedness will "out" sooner or later, and it is usually revealed by some trifle which hardly seems worth following up. Whenever anything does not appear to be right, however, an explanation should be asked for, and if this is not satisfactory the complainant will perform a public service by pursuing the matter to the end.

The grain trade certainly has reason to be proud of its record, taken as a whole, for honorable dealing; but there are rogues in every branch of business, and they should be ferreted out. In this respect the various associations have already played an invaluable part in promoting the welfare of their members, but much more can be done by means of efficient co-operation between the dealers of each and every section.—Publico.

RECIPROCITY NEEDED.

Grain Dealers Journal: A good deal has been said by grain dealers, of late, on the subject of reciprocity with Canada, but is it not more important to call attention to the need of retaining our markets in lands across the sea? That they are seriously threatened by existing conditions does not seem to occur to the average American of the West, but the fact is, one country after another is shutting its doors against us. Now Germany has adopted a discriminating tariff, which, when put in force, will increase the duty on our flour \$4.06 per barrel, or 149 per cent; on wheat, 58½¢ per bu. or 115 per cent; on rye 100 per cent; on oats 148 per cent; on corn 113 per cent; on cattle and beef 100 per cent, etc. These figures I take from the Congressional Record. Chamberlain, the English conservative leader, is trying to persuade his countrymen to adopt a policy of discrimination against us, and where will it all end? No doubt the United Kingdom will be compelled to buy some of its food-stuffs from us, but all other markets are bound to be closed, and there will come seasons when this loss will be severely felt by the farmers, grain dealers and millers; and through them by every class in the land.

Reciprocity should not be made a political question; but the people of the Great West must see to it that they are not held in vassalage by the manufacturing interests of the East, which have already been over-protected.

Write to your Congressman about it.—R. L. M.

SMALL CARS DISAPPEARING.

Grain Dealers Journal: Wonder is frequently expressed that, with the number of new cars being turned out every year, there should still be such a scarcity whenever traffic becomes more than usually heavy, and the answer is to be found in the fact that the railroad companies, particularly the large systems, are gradually breaking up all of their small cars. One string after another has been destroyed, until now there are very few cars of under 40,000 lbs. capacity and not many of that size. All this is being done with a view to decreasing the cost of transportation and increasing the revenues of the carriers. Mr. Charles England of this city pointed out in December, '02, that according to the sworn testimony of the manager of the Lake Shore R. R. before the Interstate Commerce Commission the average carload of grain between Chicago and New York was 60,000 lbs., and this official predicted that the carload of the future would be nearer 100,000.

Now that condition is very profitable to the R. R. Co.'s, but where does the shipper come in? It is a great inconvenience to be deprived of the use of small cars when they are particularly needed, and it is not every state that has a law like that of Illinois prescribing a Minimum Weight of 30,000 lbs. But no doubt the railroad companies are steadily lowering the rate! "Not on your life," as we say when we lapse into slang; they are increasing it, as Mr. England showed at the time mentioned. According to his figures, however, the railroads are getting just about twice as much revenue out of trainloads now as they were in 1885.

What is the remedy?—D. R., Baltimore, Md.

PRIMARY OBJECT OF ASSOCIATIONS.

Grain Dealers Journal: In looking over a list of dealers sent out by one of our state associations, a few days since, I was struck with the following sentence appearing on the title-page: "Bad methods and abuses necessitate wide margins; uniform methods and the absence of abuses make narrow margins possible and profitable." There you have it in a nut-shell! The primary object of our various grain dealers associations is to put the business of their members on a sound and profitable basis, to foster a spirit of friendly emulation rather than rivalry; to bring about better relations between shippers and receivers, and to correct abuses of all kinds wherever they may be found.

In these respects the associations now existing are doing excellent work, and it seems very strange to me, not only that all of the grain-producing territory of the country is not covered by them, but also that they do not have the hearty support of every responsible dealer in their respective territories. Competition has compelled doing business on narrow margins in most sections of the U. S.; that is no longer a question for debate. Now let us strive to make such margins profitable.

What are you doing to foster the growth and usefulness of the association to which you belong? Have you striven to bring in other dealers with whom you are acquainted and to promote the welfare of the whole body in every possible way, or do you leave everything to the Secretary and the other officers? The saying that in union there is strength may be rather trite, but it applies with greater force today than it ever did before, and the stronger the organization the better it is for all concerned.—A. Booster.

SHREWD (?) MERCHANTS AT VIBORG, S. D.

Grain Dealers Journal: There is a town in this state whose merchants are noted for their original, and to some people it would seem peculiar, methods of doing business. Its latest claim to public attention has been the formation of a corporation by the aforesaid merchants for the purpose of competition with the local elevator companies, and without any facilities for the storage of grain are buying at an even thing at such times as receipts are liberal and cars can be obtained and are loading from a dump. The losses and expenses they figure will be more than made up by the increased trade they will gain from neighboring towns and the prompt collections they will make.

To a disinterested party this seems like commercial piracy, in comparison with which the method of the catalog houses and peddlers is virtue itself.

It is conceded that the local elevator is a necessity in every town where the raising of grain is one of the leading occupations, and to conduct the business properly and regularly and not be a pirate in the business the dealer must be so equipped that every day in the year he can handle and keep separate any of the different kinds of grain offered on the market. A modern elevator costs its owner \$4,000, and he must pay a man to operate it \$600 per annum. Figuring salary, interest, taxes, insurance and other expenses, it will be seen that to make both ends meet he must make off his plant at least \$1,000 per year.

Therefore, any combination or individual that by irregular and unbusiness-like methods deprives a legitimate and necessary branch of business of this just profit deserves a place in the estimation of fair-minded people with the catalog houses, peddlers, etc., whose business it is to prey upon the legitimate trade of the country.

Suppose the grain buyers at some station would conclude that the sale of groceries for cost or less, at that point, would increase their grain receipts to such an extent as to pay them to bring in a carload or two and distribute them among the customers of the local merchants. What a howl of indignation would go up all over the state, what boycotts would be inaugurated, and legislation sought to prevent a continuance of such practices; and yet the principle involved in either case is the same.

Judging from the experiences of the past, this new combination against the local grain men will be of few days and full of trouble, and when the other side of the controversy has finished its inning the merchants will find they have a well developed shortage on the deal charged up to experience.—Davis.

SUPERIOR WILL RENEW THE FIGHT FOR WISCONSIN INSPECTION.

Grain Dealers Journal: In the Grain Dealers Journal of Jan. 10 I notice a short editorial article in which the following appears:

Misguided citizens, led onward in the fight by selfish politicians, ignore entirely the rights, interests and wishes of the grain dealers and then expect those interested in the trade to open offices within the bounds of their city with the purpose of building up the town and its grain trade. The newspapers seem to be just as badly misguided. The influence of the selfish politician seems to pervade the whole place and its institutions.

I cannot believe that the purpose of the Journal in publishing the foregoing is to injure Superior's good name or to hurl contempt at its interests. I am glad to believe that it intends to be fair; and I, therefore, submit the following facts:

The fight to which the Journal objects is supported by every resident member of the Superior Board of Trade, and by every resident grain dealer in the city of Superior.

With the exception of the Superior members of the legislature, thru whom we asked for the enactment of a grain inspection law, and with the further exception of 2 or 3 aldermen, there was not a man actively identified with us in the fight of last year who was then or is now a candidate for office. The only

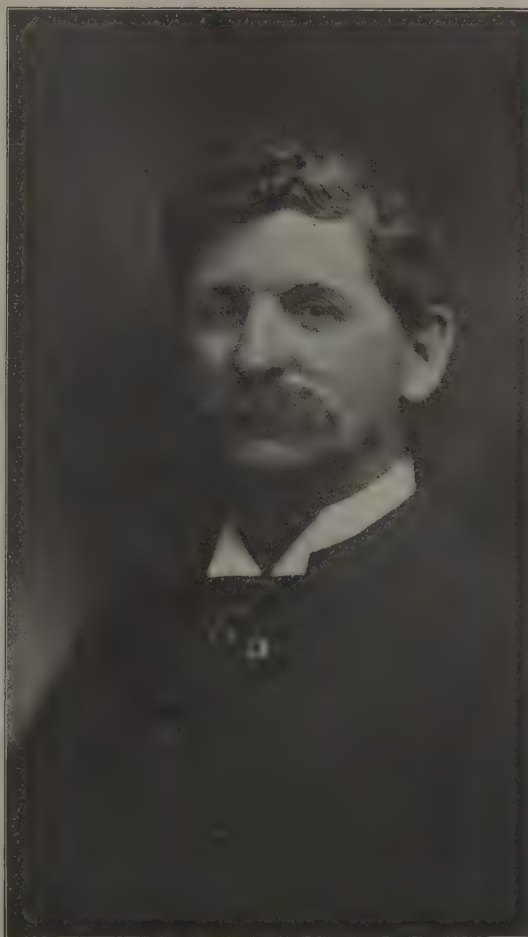
prominent local official who took part in the fight was our district attorney, who went to Madison in behalf of the opposing interests and opposed us until the end of the session of the legislature.

The entire local movement for Wisconsin grain inspection was guided and controlled by the Superior Board of Trade, the Superior Mercantile Assn., and the Superior Commercial Club, which organizations consist principally of men who are never candidates for political office, and each of these organizations is preparing to renew the fight as soon as the next legislature convenes.

Superior's purpose is wholly to defeat the attempts of nonresidents to concentrate permanently in a rival city the grain trade at the head of Lake Superior.

"Selfish politicians" defeated our proposed legislation, and the Journal has our cordial sympathy in any terms of condemnation it may be pleased to place upon their acts; but the grain dealers, business men and citizens of Superior object to being placed in the same class with them.—Very respectfully, H. C. Stivers, secy. Mercantile Assn., Superior, Wis.

Exports of beans and peas for 1903 amounted to 242,632 bus.; compared with 264,520 bus. for 1902, as reported by O. P. Austin, chief of the bureau of statistics.



C. B. Riley, Rushville, Ind., recently elected secretary of the Indiana Grain Dealers Assn.

Grain Growing in Egypt.

By Ernest A. Wetmore.

The average dealer of America would find it as difficult to handle grain in Egypt, as to sell point lace or diamonds in a Mississippi valley elevator. An American, neither speaking or reading the hieroglyphics of Egypt, can only guess at the values of silver money by the size of the coin.

The valley of the Nile is a productive stretch of land following the river for about 200 miles thru the desert. A few miles on each side is the highly cultivated country, where, practically speaking, live all the people of Egypt, while beyond the reach of the water is the desert.

Where the soil is irrigated, even on the desert, the soil is very fertile, yielding three crops of vegetables annually. Everything depends on irrigation and the inundation of the Nile. The method of irrigating the fields is extremely crude. Large wooden wheels, with clumsy earthen jars attached, drawn by oxen are still used to raise the water, the land being too flat and the fall too gentle to bring the irrigating ditches above the land. A view is given herewith of an irrigating wheel turned by the patient ox.

While there is but one corn crop a year, it is of a number one white grade, the kernels are large, hard and brittle, and the stalks grow very high. Altho a large quantity of corn is harvested every year in Egypt, cotton is found to be more profitable and is raised extensively on the old corn lands. In harvest corn is cut, taken to the center of the field and put up in shocks, with which is made a fence around a sort of pen, represented in the engraving herewith. Next the corn is husked and thrown to the inside on the ground of the pen formed by the stalks. This is to keep out the stock which is not restricted by fences between fields. No fear is felt of its damaging as it rains scarcely once a year, and has not rained now for five or six months.

The agricultural land of this ancient

country is limited and clearly defined. The same acres used 2,000 years ago are still farmed and in harvest time every acre swarms with working Arabs, who plow with ox teams as shown in the accompanying engraving. Nothing is done in Egypt to economize labor and wooden plows and oxen are still used as before the Christian era.

The mildness of the climate is bringing more and more English speaking people to Cairo in the winter. In recent years heavy increases of population by Europeans, owing to the excellent climate, has almost entirely stopped the export of corn and there are several importers now at Alexandria. As cotton is replacing the less profitable maize, as the English call it, the prediction is being made that Egypt, in a few years, will be using a fair quantity of American corn. Sometimes vegetables are raised the same season on the ground that has already produced corn or cotton.

Irrigated land which sold for 5 cents a square meter a few years ago, now is sold as high as 50 cents. Many farseeing Egyptians made fortunes by this tremendous advance. Land is largely sold by the square meter. A linear meter is approximately 3 inches longer than a yard. Twenty to thirty acres is usually the size of a farm, with every inch cultivated.

Railroads are few and on these few the accommodations are poor. The freight cars are small affairs, looking more like playthings than a means for transporting freight. The greater part of the transportation is, however, done by dromedaries and boats on the Nile. The grain is handled in sacks, which are deposited, without fear of damaging, on the wharf or station platforms until they can be shipped. In passing thru stations these bags of grain and bales of cotton are very noticeable. They have no elevators here, and they probably would not be profitable if there were.

Two different varieties of wheat are found here and both have larger berries than the American wheat. One has the appearance of the northern, while the other resembles the white, like Colorado

or Oregon varieties, but both are brittle and hard. Alfalfa grows five and six times in a season.

Asked— Answered

APPLYING TO COMMISSIONERS FOR DIVISION OF CARS?

Grain Dealers Journal: Will some reader of the Journal please tell what one would gain by applying to the railroad commissioners of the state for even division of cars at our grain station. We have a railroad that has been guilty of unfair division; and we would like to know how to bring them to time for the future distribution of the cars.—Keiser & Holmes Elevator Co., Gibson City, Ill.

GASOLINE GIVING POOR RESULTS.

Grain Dealers Journal: I have been reading in the Journal for Jan. 10 a letter from Dickerson & Wallace of Melbourne, Ia., concerning lack of force of explosion of gasoline in engine cylinder.

I have had just the same experience; and have found that a weak battery will make a weak and lifeless explosion. By recharging my battery this trouble has been entirely eradicated.

More times, again, I have found that loose taps used in tightening electric current wires to igniter, will cause the same results. I have found that by simply taking off the taps and thoroly cleaning both copper wires and tap posts of dirt and grease, my engine would clip away as lively and strong as when new.

It is evident that a strong and undisturbed battery is absolutely necessary to make a strong explosion. It must have



An Egyptian Corn Pen. Dromedary in Foreground.



Irrigating Wheel Turned by an Ox.

intensity to consume all gasoline thrown into the chamber.—W. D. Jones, Mattoon, Ill.

BLOWERS FOR LOADING CARS A SUCCESS.

Grain Dealers Journal: In the Journal for Jan. 10 I noticed an inquiry from D. E. Maxwell of Kirby, O., whether blowers for loading cars are a success.

We put in two car loaders last season. We have loaded wheat, corn and oats with these machines and find them very satisfactory in every way.

Anyone shipping 10 cars a year can afford to buy one of these loaders. Of course, other loaders may be as good as the one we have, but we chose this because of its simplicity and because there was so little machinery on the outside of the house.—E. M. Fullington & Co., Milford Center, O.

WHICH ROAD IS LIABLE?

Grain Dealers Journal: We bought a car of corn from a grain shipper in Ohio. He furnished us his elevator weights. He loaded the corn in a C. & O. car and shipped it out over the Big Four Ry. The car went by way of Cincinnati, and for some reason the car was in such shape that the corn was transferred into a Big Four car and forwarded on by the C. & O. Ry.

We received the car in good condition; but it weighed about 150 bus. short.

We made a claim on the shipper and he refused to entertain it.

Then we made claim against the C. & O. Ry. Co., and they refused to entertain the claim, saying that "no loss showed on their line," and we wrote saying we would bring suit. The C. & O. still refused to entertain it; and, told us that suit if brought, should be against the Big Four, where the car was loaded. Will some one please give us information on this point? Can the shortage be collected of the railroad company by

law?—Gwinn Bros. & Co., Huntington, W. Va.

SHIPPING DATE IS NOT SET. IS SHIPPER LIABLE FOR DELAY?

Grain Dealers Journal: In reply to E. K. F. & Co., who were unable to ship 2 cars of rye straw within the contract time, as stated in the Grain Dealers Journal of Dec. 25, I would say the buyer in Philadelphia is quite right in refusing to pay E. K. F. & Co. \$107 due on several cars of oats, until the claim on the rye straw has been adjusted, for the reason that the shipment of the straw was delayed over a month, and the trade rules of the Grain Dealers National Assn. provide that "Where no time is specified, it shall be understood to mean 10 days shipment." The fact that E. K. F. & Co. have been unable to get cars is their misfortune, not the buyer's.—J. R. W.

CARRIER IS LIABLE FOR ADVANCED CHARGES.

Grain Dealers Journal: We bought a car of hay that the seller claimed contained 11 tons of No. 1 hay. He asked us to allow him to make draft on us for \$55. Instead of making draft he showed the local freight agent a letter of ours offering him \$6 per ton f. o. b. his track. The agent paid him \$55 and placed that amount on the freight bill as advanced charges. When the car arrived, not knowing that the advanced charge was on the freight bill, and not having received any postal card notice of the amount of the freight, we sent a blank check by our office boy to the railroad company to cover the freight on this car. The railroad company made out the check to include the \$55 which had been paid to the shipper as advanced charges. This caused us a loss of \$18, as the car was one of the smallest, and weighed out a little less than 9 tons.

Our bid was subject to prompt acceptance, but his acceptance reached us 8

days later, and the car was shipped about the same time the acceptance was mailed to us.

We have been unable to collect the \$18 from the railroad company. What recourse have we against the railroad?—R. W. Cassell & Co.,

Grain Dealers Journal: The position that the railroad company takes in this matter is simply ridiculous. They might as well have put on an advance charge of \$1,000, as well as the \$55 which they did; and it would have been just as reasonable.

We think Cassell & Co. have recourse against the railroad company for the entire amount which it advanced, and not the discrepancy of \$18.—L. Bartlett & Son Co., Milwaukee, Wis.

Grain Dealers Journal: Referring to the railway agent's inquiry in regard to the advanced charge, we should say that it is not customary for the Great Northern and many other roads to send out postal cards notifying the arrival of car-load lots of hay. They merely call up on the 'phones; and owing to the company's failure to advise Mr. Cassell the amount of freight charges on this shipment he sent a blank check. The same method is frequently taken by dealers here. We claim the railroad company is responsible for Mr. Cassell's loss of \$18 and can be legally forced to pay it.—Loftus-Hubbard Elevator Co., St. Paul, Minn.

Grain Dealers Journal: Contract as regards purchase of quantity of hay is binding, car having been shipped on bid made; evidence has not been submitted as regards time for acceptance of bid, neither has it been shown that car was refused on arrival.

As to freight charges, care should have been exercised by receiver as to amount he should have paid, he being aware as to rate of freight he had to pay; evidenced by his bid at point of shipment.

Advance charge of \$55 paid shipper by railway company for quantity of hay in car, is done at risk of railway company, they thereby having assumed responsibility of quantity, quality and safe arrival of shipment at destination, and should such net proceeds of shipment not equal freight charges plus money advanced, they (the railway company) are responsible for the difference, and should pay such to the party who paid their bill for their charges.

Should railway company refuse to recognize said claim and refuse payment, I would then complain to railroad and warehouse commission in the state where charges were collected. Should the commission have no jurisdiction, I would then undertake collection by due process of law in state where charges were paid.

Railway company's charge for hauling freight must be paid, even, should goods shipped not realize equal money, but when they act as agent for collections, they then assume responsibilities not originally intended, and cannot assume such without the consent of the receiver of the property. Failure on their part to do so, then holds them responsible for any shortages which I believe they cannot evade.—Yours truly, A. Gerstenberg, Chicago, Ill.

The department of agriculture is enlisting thousands of farmers in the cultivation of small plots of experimental cotton to discover how to overcome the boll weevil.



Plowing with Ox Team in Egypt.

Michigan Crop Report.

Wheat in Michigan suffered little or no damage during January, as stated by Fred M. Warner, secretary of, state, in the crop report issued Feb. 10.

Out of 564 reports as to whether wheat had suffered from any cause during January 29 were in the affirmative and 535 negative. The snowfall for the month was 18.2 inches, with no freezing or thawing.

The total amount of wheat reported marketed in the 6 months from Aug. 1 to Feb. 1 is 2,716,000 bus.; or 243,491 bus. more than was reported marketed during the corresponding months of the preceding season.

Wheat Growing in Manchuria.

One of the richest stakes for which any nation has ever fought is the rich agricultural country of Manchuria, where the armies of Japan and Russia are battling.

The valley of the Liao River is to-day the greatest in the world in the production of beans and millet; and Niuchwang at the mouth of that river, is the greatest bean market of the world. The soil is as easily worked as an ash heap, and produces enormous crops of beans and millet without apparently diminishing its fertility. The largest part of the 62,500 square miles of the valley is level land and rich, rolling hills. Almost every acre thru which the Chinese Eastern Railway passes for 1,000 miles is under cultivation. Considerable of the land is in its native state, producing native grasses as food for cattle; and is controlled in large tracts by Mongol princes, just as were the Spanish land grants in Old and New Mexico.

In the Sungari valley, twice the size of the Liao, the soil is less fertile, and the latitude and climate about the same as that of the Dakotas. This entire valley seems to be especially adapted to the production of wheat, says Henry B. Miller, U. S. Consul at Niuchwang. Spring wheat only is grown and the yield is 30 bus. per acre. The wheat is not sown broadcast, but is planted in perfect rows, like Indian corn in America, and is cultivated and hoed during the growing season. Famine and bad crops are almost unknown.

Extensive growing of wheat in Manchuria has only been delayed by the lack of machinery to convert the grain into salable flour. The introduction of modern machinery in place of the primitive mills is effecting a wonderful transformation in the character of the crops.

Harbin, the present center of the flouring mill industry of Manchuria, is destined to become a second Minneapolis. It is situated in the heart of the valley of the Sungari, with water transportation both from the wheat fields and to the sea. In 1900 the place did not contain a single flour mill, and now it has ten, with a daily capacity of 5,000 barrels. The mills are making a profit of 15 to 45 cents on every 100 pounds of grain ground, and are putting their earnings into enlargements of their plants.

Even at the low price of 37 cents gold per bu. paid by the mills, wheat is now the most profitable crop, and will be grown in increasing quantities as fast as the mills require it. At the rate at which the production of flour is expanding it will be only a few years until Manchuria will supply the Chinese market with

more flour than is now consumed, and unless the Chinese eat more under a higher standard of living, a considerable surplus will be available for export to Europe.

Experiences With Scales.

All shortages are not due to leakages or stealing. Several have recently come to light. G. M. Bryant, who succeeded Geo. Beyer at De. Pue, Ill., thru the kindly intercession of Mr. Beyer, had the Rock Island move his elevator six feet, so as to give room for a new track. The workmen also moved his platform scale. Mr. Bryant weighed in the grain and paid the farmers according to his own weights. When he shipped the first car, which was 265 bushels short, he raised an awful holler against Chicago weights, but after the matter had been thoroughly investigated it was found that the little link at the corner of his scale platform was responsible for the 265 bushels shortage, as well as a shortage on the rest of the grain he had bought since the moving of the scale. Inasmuch as the railroad company had done the work free, something very unusual for any carrier, he did not feel justified in bringing suit for the loss.

* * * * *

The story of another shortage comes from B. P. Hill & Co., of Freeport. B. P. Hill & Co. deal in coal as well as grain, and, like most of the country coal merchants, keep a large box beside the scale platform to facilitate the work of sending delivery wagons out with the exact weight. In order to assure themselves of correct weights, they had a scale expert come and install a new platform scale, which necessitated the use of an extension beam. After the scale was installed and the box replaced, the scale expert went away and left them confident that their weights were the best obtainable.

In selling coal to the city the company found that the city's scales weighed very heavy, and, finally, in weighing barley for a brewer whose scales were out of order,

it was found that their scales did not agree with another man's scales. A test showed that they were weighing lighter than any scales in town, so test weights were sent for and another expert called in, who, upon investigation, found that the box outside the platform, which usually contained about a ton of coal, was depressing the platform on which it rested about $\frac{3}{4}$ of an inch, with the result that the scales weighed about 90 bushels short on two tons.

Are your scales in working order? Do you know they are weighing right? Monthly tests are none too often to guard you against heavy losses.

Exports during 1903 included 971,965 pounds of rice and 21,278,548 pounds of rice bran, meal and polish; compared with 494,465 pounds of rice and 25,672,179 pounds of rice bran, meal and polish during 1902.

John O. Foering, chairman of the committee of the Chief Grain Inspectors National Assn., has appointed the following committee to formulate rules for uniform grain inspection to be submitted to all the exchanges in the United States: George F. Reed, Boston; James F. Parker, New York; Charles England, Baltimore; James B. Canby, Philadelphia, and William H. Kemp, New York.

Rubber Corn

Rubber Corn is a new variety recently introduced to the grain trade and especially to the grain dealers of North-eastern Indiana by Chief Grain Inspector Culver of Toledo, who has long been recognized as an authority on grains and grades.

He has worked up much of this corn into a great variety of amusing shapes and forms, but recommends without any exception that dealers studiously avoid the stuff and, by all means, to decline to ship it. If you want a free lecture on rubber corn go and see him.



Chief Inspector Culver Exhibits Samples of Rubber Corn.

Gasoline Engines.

By J. W. Daniels.

Probably no industry in the United States has made more progress during the last three years than the gasoline engine business, measured by the increased number of engines in use, and the very large increase in the number of firms manufacturing them. It is wise to pause occasionally and consider whether the progress that is being made is over safe ground. Let us go back to the beginning, work up to date, and then look ahead.

We will not dispute the authorities who claim that Lenoir was the inventor of the gas engine, but we will claim that Doctor Nicolaus August Otto produced the first practical engine. This occurred in 1863, but it was not until 1867 that gas engines really came into commercial use. Doctor Otto devoted his entire time from 1867 to 1891 (in which latter year his death occurred) to the improvement of gas engines and the development of gasoline engines. That his efforts were successful there can be no doubt; otherwise the house which he founded would not have survived and held its present position among the 371 competitors now in existence.

At one time the gasoline engine was looked upon as little more than a toy, with power only suitable for driving coffee mills, ice-cream freezers, churns, and such other small machines as could be run by hand or foot power in case the engine refused to do its work, which frequently happened.

Gasoline engines have so many places and uses now that it would be very difficult to enumerate them. They are used for producing electric light in many small towns, and in innumerable factories, hotels, amusement parks, etc. They are also used in foundries, machine shops, planing mills, woodworking shops, power mills, and a hundred and one other places; for grain elevators in grist mills that start up to grind a batch while the farmer waits; and great economy is found in their use. They are largely used as auxiliary power. Water mills must have them to help over periods of low water or when streams are frozen. On the farm they have taken the place of wind mills, and are used for threshing grain and baling hay, sawing wood, shelling corn and running feed mills.

No doubt it will be hard for the average reader to believe they are used in powder mills, but it is a fact. They are considered safer than any other power-producing machine. When you consider that the fire is all within the cylinder, which is so constructed that there is no possible chance for communication between the flame and the product of the mill, it becomes quite plausible. The more you learn of gasoline engines, the more you will realize that the dangers attending their use by reasonably careful people are scarcely worth considering, and more than offset by their efficiency, convenience and economy.

The early manufacturers must have had rare perseverance and patience, and the necessity for gas and gasoline engines must have been imperative, else producers would have been discouraged and users disgusted long before the present acme of perfection was reached.

THE TUBE IGNITER was the cause of an almost endless amount of trouble. The high temperature necessary to fire the charge was hard to maintain and very

severe on the metal tube, while the liability to carbonize was very great. The extreme heat to which all parts of the engine were subjected made it exceedingly difficult to guarantee them for any great length of time. It is important that the explosion should take place when the piston is in the most advantageous position, which was not certain with tube ignition. The heating and cooling was constantly changing conditions and adjustments, so that an engine giving perfect satisfaction at one time would be troublesome a month later.

With the elimination of the tube igniter and the introduction of the present system of cooling, two long steps were made in the right direction. While these experiences and experiments were annoying both maker and user, the business could only be considered in an experimental stage, and there was a lack of uniformity in the work produced even by the best equipped shops.

ELECTRIC SPARKERS.—When the electric sparker made its appearance, and the tube igniter disappeared, the cost of equipping an engine was somewhat increased. The sparker was such a simple electrical device that manufacturers assumed that "any old thing would do." But they soon found they were in error, and that the apparatus must be first-class to insure results. It is the province of the governor to interrupt explosions when they are occurring too frequently; and it cannot do its work properly and regulate the speed of the engine with certainty, if the sparker even occasionally fails to do its work when contact is made.

So nearly perfect are gasoline engines now made, that the experimental stages may be considered to have been passed. The danger now is that manufacturers will yield to the temptation (which is always before them when competition is keen) to slight the quality in order to reduce the cost. It therefore behooves buyers to be cautious, and to investigate thoroughly.

BUYING AN ENGINE.—There are a number of things to be kept in mind when securing a gasoline engine. The financial standing of the maker is important for several reasons. In the first place, a guarantee (which, by the way, comes with every engine) is not good unless the house is good. In the next place, manufacturers of large means cannot earn dividends on their investment unless their goods are reliable and continue to sell. After you have satisfied yourself that the concern is financially responsible, find out whether the manufacturing of engines is their main business, or only a side issue to help another, and to them, more important industry through its dull season.

Then enquire about their equipment, which should consist of automatic machine tools to insure perfect work, and make it possible to secure parts either for repairs or changes, because you may be able to obtain the advantages of improvements without purchasing a new engine, if you are dealing with a house that is in the business right and in it to stay. It is to their interest, as well as yours, to keep you up to date. High-class manufacturers recognize the importance of every machine's being an advertisement and every user a salesman.

By this time you will probably have accumulated a stock of catalogs. Look them over carefully, and remember that there are arguments for and against almost every claim they make.

For illustration: One will say that it is

an advantage to have an engine cast largely in one piece, claiming better and more lasting alignment. While another will claim that this is a distinct disadvantage, because of the great expense involved in replacing a worn or broken part.

Examine the electric apparatus carefully. See that the contact points do not come together in a manner to invite carbonization and insulation, and that the device to bring about contact is not such as will pound itself to pieces.

It is poor economy to save a few dollars on a flywheel. The larger the diameter and the greater the weight, up to a certain point, the easier it is to start by hand, and the more steadily it will make an engine run.

Automatic lubricating devices are desirable. The engine requires less attention, uses less oil, and has it applied more uniformly.

Having purchased an engine, see that it is properly installed. The small amount of wire required for the sparker should be of good quality and well insulated. The pipe fitting should be done with great care to avoid all chance of leaking. The tank should not be so far away that gas will fill the vacuum necessary to the operation of a suction pump, and the return or overflow pipe should be ample in size and have a proper pitch.

Your engine now being ready for use, there is very little to do except to start it and stop it. It is not necessary to keep it cold. The object of the water circulation is to keep it from getting too hot, and burning up the lubricating oil and destroying the metal. You should use a reliable brand of gas engine oil made especially for that purpose. A quart of high grade lubricating oil is better than a gallon of low test cheap stuff. Most people use too much lubricating oil, and while it does not injure the engine, it is wasteful and untidy.

TOO MUCH GASOLINE is used by most people, probably because they are under the impression that the more gasoline used the more power will be generated. The fact is that too much gasoline reduces the force of the explosion and fills the cylinder with carbon.

We sometimes hear complaints that gasoline does not seem to have the same force that it once had, and some users have resorted to chemicals to increase its power. Careful inquiry among experts has satisfied us that there is no chemical or combination of chemicals that can be mixed with gasoline to advantage. In fact, the introduction of any foreign matter is a mistake. If the proportions of air and gas are just right, there is no way to add to the force of the explosion.

The peanut is rising from its obscurity as the popular pet food of the circus rowdy and the gallery gods and is fast becoming a favorite in good society.

The Department of Agriculture is about to investigate the effect of kiln-drying upon corn and other grains, to determine its influence upon the germinating qualities of the corn, its effect upon the starch and oil content; and any other changes which may come about by reason of the subjecting of the grain to the drying process. The Hess Pneumatic Grain Drier has been purchased and will be installed in the laboratory of the seed department at Washington, where careful tests will be made, to extend through the winter and spring.

Meeting of Northern Illinois Dealers.

The meeting of the Northern Illinois grain dealers called by Secy. Beyer of the state assn., was called to order in the Nelson House, Rockford, Feb. 8, at 2:45 p. m., with 32 present.

Secy. Beyer outlined the aims and purposes of the assn., and told of its work. The condition of corn and scarcity of cars is sure to make the dealers a world of grief when warm weather comes.

The 2,500 grain men of the state shud work together for needed legislation. We shud gain relief from the political weighing.

Secy. Stibbens was called for, and read an interesting paper on association work.

Secy. Beyer: Since our last annual meeting in June our Arbitration Committee has settled differences amounting to \$30,000. Many honest differences can be readily settled by arbitration. The cost is much less than you cud hire the cheapest lawyer for.

The trade rules adopted by the National Assn. furnish guidance for the inexperienced.

If you have any questions to ask about the work, let me know it.

J. G. Woodman: In the part of the state where this assn. is well organized, the business is conducted without friction, and I have no doubt the assn. could help you.

The Chicago receivers feel that the Chicago inspection is not always right, but we can not help that. The remedy lies in your own hands. You shud see that the men you send to the state legislature are your friends. We need civil service rules.

J. W. Radford: No market of equal magnitude gives so satisfactory weights as Chicago, but the inspection is very erratic. A committee has been appointed by the Chicago Board of Trade to try to bring the out-inspection up to the inspection. Its work can give but temporary relief. What we need is rigid civil-service rules governing the state institutions, and we have a plan of campaign outlined which we hope will result in the enactment of the needed legislation at the next session.

If we had our inspection up to the high standard of our weighing department, it wud be very satisfactory. The inspectors have gained what experience they have at your expense. Talk to the farmers, tell them of the needs of civil service.

H. J. Macdonald: I was born in the grain business and have been in it ever since. I always thought that it was the duty of the dealer to fight his competitors. Since becoming a director of the state assn. I have been fully convinced of the futility of old-time methods.

W. M. Hirschy: Whenever the grain dealer suffers the producer suffers. In the district where I was long engaged in the grain business there are few, if any, retired grain men. There are many retired farmers and merchants from other lines. The fighting grain dealer is alone to blame. After we organized in our territory we got along very well and made a living.

T. Z. Marshall complained of scoopers and explained that the regular trade of northern Illinois suffered more from such competition than from unreasonable overbidding. We have some men with a little loose change who are never

content to permit the regular dealer to make a cent.

Geo. Beyer: The receiver who handles the business of the scooper invariably ends with a heavy overdraft.

B. P. Hill, Freeport: At a switch near our station the growers frequently ship their own grain, but I do not know who handles the grain. Can that information be obtained? The railroad agent is interested because he gets a commission on the grain shipped.

U. S. Shearer, Steward: I have been a member of the state assn. for 6 years. When I moved to this section of the state, we organized a local assn. and have been getting along harmoniously. The inspection at Chicago is only a matter of one man's opinion, and not one of the inspectors could inspect the same cars two days in succession and give them the same grades. The wet grain is frozen and the inspector's hands are cold, so he can not judge of its quality. It shud be subject to a chemical analysis.

B. P. Hill of Freeport, S. T. Zeller of Ashton, T. Z. Marshall of Belvidere were appointed a committee on credentials.

EVENING SESSION.

The evening session was opened with addresses by the representatives of the two grain journals.

Secy. Beyer: Last August some of the state secretaries spent four days in St. Louis, inspecting the weighing facilities of that city. When we went there the weighing department employed but 20. Since then they have more than doubled their force and more policemen are employed in the yards. We are getting the terminal markets in better shape and improving the conditions under which the grain dealer must work. Last week I received a copy of a bill introduced in Congress by Mr. Rodenberg, which I think merits the hearty support of every dealer. The bill is as follows:

A Bill to compel and regulate the carriage of interstate freight on all railroads engaged in interstate transportation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of every railroad company engaged in carrying, or in giving bills of lading for carrying, personal property and live stock, between points in different States or Territories, upon written application by any person for the carriage of any such property or live stock over the railroad of any such company, or over such railroad and any connecting line or lines of railroad, to any point in another State or Territory, to receive and commence the carrying thereof within five days after the offer of delivery thereof for such carriage, and any failure to receive or commence the carriage of such property or live stock by any such company in any such case shall entitle the person making such application to recover from such company, for each car necessary for such carriage, for each day after said five days during which such failure shall continue, a penalty of ten dollars, recoverable by such persons as plaintiff against said company as defendant by a civil action in a circuit court of the United States for any district in which such company may have an office and agent for the transaction of any business, upon whom summons therein may be served.

Sec. 2. That the provisions of the next preceding section shall apply not only to the initial railroad carrier to which such application shall be made, but, also to any connecting railroad carrier engaged in such carrying of personal property and live stock on any railroad line or part of a line between the point of the terminus of such initial carrier and the ultimate point of shipment to which connecting carrier said person shall make written application for the continued carriage of his property or live stock by such connecting carrier.

Sec. 3. That it shall be the duty of every railroad company engaged in carrying personal property or live stock be-

tween points in different States or Territories, whenever so engaged as a sole carrier, or as an initial or connecting carrier in such carriage, to transport and haul all cars furnished to any shipper for such carriage over its line of railroad from the starting point to the point of destination thereon of such shipment, in such number of days of twenty-four hours each as will equal the number resulting from the division by the number fifty, of the total number of miles of carriage of said shipment over its line of railroad by such company with or without any remainder by such division, and for each additional day occupied in such carriage over and above such number in completing such shipment, said company shall forfeit and pay to the consignee of such shipper for each car so furnished and transported the sum and penalty of ten dollars to be recovered by him in the manner provided in the first section of this Act.

Sec. 4. That it shall not be a defense to any suit under the provisions of this Act that the company sued did not have the cars necessary for any shipment applied for, or did not have the requisite equipment for the carriage or hauling thereof from the point of starting to the destination thereof, or any portion thereof, on its line of railroad.

Sec. 5. That the penalties recoverable under this Act may be sued for in one single count or statement in the petition or complaint, without having a separate count for the penalty for each car for each day for which such penalty is given by this Act.

Secy. Stibbens: I wish to cite you a few causes of shortages in terminal markets. The total number of cars received in Kansas City during January was 1,904. Of these, 268 cars were leaking at the grain door; 1,424 were leaking at other places; 881 cars were without seals.

The greatest trouble is that the dealers do not cooper their cars properly. Double car doors are not too good for your grain. The shippers are entitled to a record of the seals, so you would know if the car has been opened. The Car Equipment Committee of the National Assn. has been working with the railroad officials in an effort to induce them to place steel linings in the grain cars. They estimate the cost at \$53 per car. We believe such linings would greatly reduce the number and amount of shortages, and we hope to induce some of them to give the steel lining a trial.

G. W. Banks: If all the shortages are due to leakage, the railroad rights of way must be well covered with grain.

Chas. Whiting: Leakage is never reported when I ship grain to interior points, but when my grain goes to Chicago the cars are reported leaking. I am very careful about cooperating cars. Recently I shipped a car to Chicago, which was reported leaking. The returns showed it to be 25 bus. short. I put in a claim for my loss and received a check in full.

Secy. Beyer: It is my intention to form several local divisions of the state assn. in this section of the state. I have arranged for a meeting at Freeport next week, and others will be held.

S. T. Zeller: Whose business is it to cooper the cars, the shipper or the railroad?

J. G. Woodman: About a year ago a suit was brot by an eltr. employe at Bloomington against the C. & A. R. R. for damages resulting from injuries sustained while he was cooperating a grain car. He was working under the car, cooperating about the king bolt, a switch engine bumped into the car and he was maimed. He brot suit for damages, and the C. & A. R. R. claimed he had no business to cooper the car; that was the affair of the railroad. He secured judgment for \$9,000.

U. S. Shearer: The C., B. & Q. fur-

nish the best doors for grain cars of any road in this country.

C. D. Dillon: The Neola Eltr Co. wishes to live in peace with its competitors. I will be pleased to meet any dealer who thinks he has a grievance.

NOTES.

The Millers National Ins. Co. was represented by Henry Stanberg.

Chicago receivers were represented by the following: F. M. Bunch, W. M. Christie, W. M. Hirschy, L. S. Hoyt, J. W. Radford, H. A. Rumsey, F. D. Stevens and J. G. Woodman.

Among those who applied for membership were: H. A. Hillmer Co., Freeport; A. J. Hyland, Cherry Valley; W. M. Webster, Poplar Grove; Bokhof & Graham Bros., Durand; Ralston Bros., Caledonia; H. Bokhof & Co., Rock City; Shannon Grain Co., Shannon; The B. P. Hill Grain Co., Freeport; Chas. Whiting, Roscoe.

The shippers present were: G. W. Banks, Irene; H. Bokhof, Rock City; S. S. Braman, Shannon; C. A. Crosby, Monroe Center; J. H. Graham, Durand; B. P. Hill and H. A. Hillmer, Freeport; A. J. Hyland, Cherry Valley; C. B. Lewis, Creston; I. Z. Marshall, Belvidere; H. J. McDonald, Frankfort Station; J. C. Ralston, Caledonia; W. H. Randerson, Winnebago; R. Spotswood, Winnebago; G. W. Stocking, Lindenwood; G. R. Titus, Flagg; W. M. Webster, Poplar Grove; A. G. White, Garden Prairie; Chas. Whiting, Roscoe, and S. T. Zellar, Ashton.

It is noticeable that more people want an article when it is scarce than at any other time.

Exports of foreign beans and peas during 1903 amounted to 102,000 bus.; compared with 37,525 bus. for the preceding 12 months.

"What will you have for dinner?" said the waiter to the board of trade operator. "We have bear steak, beef that's just bully and—" "Humph! Give me some lamb."

The wheat prospect in Texas is fine, reports the Saint Jo Milling Co., of Saint Jo, Tex. The grain is growing nicely; with a fine season in the ground. Farmers are planting oats.

Capt. John Prindiville has in his possession a drawing of the boat that carried the first bulk cargo of wheat taken out of Chicago by water. It was the brig Osceola, which had a capacity of 3,600 bushels.

Peoria receipts during January, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: 114,400 bus. of wheat, 3,134,000 bus. of corn, 858,600 bus. of oats, 13,600 bus. rye, 237,500 bus. of barley, 2,055 tons of mill feed, 120,000 pounds of seeds and 15,000 pounds of broom corn; compared with 83,600 bus. of wheat, 2,203,150 bus. of corn, 993,600 bus. of oats, 26,700 bus. of rye, 329,600 bus. of barley, 1,425 tons of mill feed, 60,000 pounds of seeds and 30,000 pounds of broom corn during January 1903. Shipments for January amounted to 96,400 bus. of wheat, 1,814,000 bus. of corn, 839,200 bus. of oats, 8,000 bus. of rye, 114,000 bus. of barley, 2,077 tons of mill feed and 30,000 pounds of seed; compared with 66,050 bus. of wheat, 1,173,875 bus. of corn, 983,100 bus. of oats, 14,700 bus. of rye, 206,800 bus. of barley, 3,685 tons of mill feed and 30,000 pounds of seeds for January last year.

Ventilating Cribs and Legs.

Some Illinois farmers who learned that it would not be safe to crib new corn adopted a very effective plan of placing drainage tile at different points in the crib, thus providing ventilation. One who found it very effective placed three rows of tile end to end, the full length of the crib. These rows were repeated every two feet of corn. Others have found their corn benefited by running the tiling crosswise of crib at intervals of about 2 feet. The tiling so laid will permit of free circulation of air thru the grain and thus a large percentage of the moisture is carried away. In some cases the tile has been placed vertically at frequent points throughout the crib.

The plan adopted by the farmers for ventilating corn is much like the plan for ventilating elevator legs in a line of houses built on the Peoria branch of the C. & N. W. R. R., two years ago. The legs of the elevators were connected with the outside air by means of 8-inch tiling, the outside opening being covered with heavy wire netting, so as to prevent the free admission of sparrows. The top of the elevator heads were connected with the outside by means of tiling, as shown in illustration herewith, a ventilator cap being placed on top so as to keep out rain and snow. This means of ventilation carries out much moisture from the grain and also much dust, without any

expense for operation, as a perpetual draught of air is passing up the leg even on the calmest day of summer.

Receipts of Wheat and Corn at the Primary Markets.

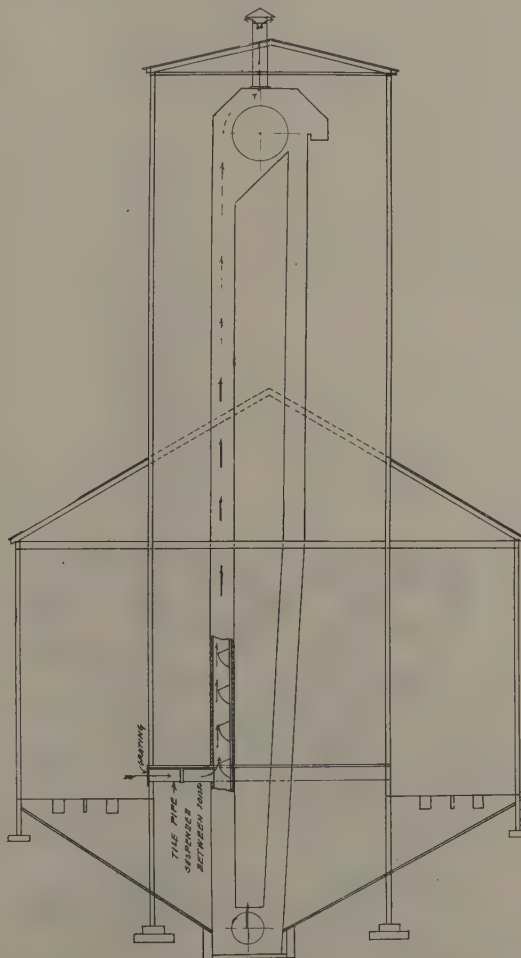
Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Feb. 10 have been 174,092,000 bus., compared with 204,208,000 bus. for the corresponding period of the preceding crop year.

Corn receipts at primary markets for the present crop year prior to Feb. 10 have been 106,672,000 bus., against 86,055,000 bus. for the corresponding period a year ago.

Much of the macaroni wheat received at Duluth and Milwaukee goes to Boston for export.

Winter wheat in the vicinity of Kearney, Neb., reports D. Wort, is being damaged for the want of moisture. Of the crop of 1903 about 75 per cent. has been marketed.

Corn is nearly all damp at German town, Neb., and grades No. 4 or lower. Oats and wheat mostly in. The winter has been moderate and the winter wheat in the fields is all right, so far as can be seen.—Jas. Pearson.



Plan of Elevator With Ventilated Leg.

Seeds

H. W. Buckbee, of Rockford, Ill., has completed his new seed warehouse, a 4-story building, 65x184 ft.

J. L. Warder of Terre Haute, Ind., has bot the seed business of Levings Bros., Paris, Ill., and has removed the stock to Terre Haute.

The new seed committee of the Philadelphia Commercial Exchange is composed of Chas. R. Koch, Chas. G. Alexander, Herbert W. Johnson, Geo. E. Taylor and Casper T. Sharpless.

One of the novel exhibits at the St. Louis Exposition will be a house made of seeds which were raised by the Indians at the Chilocco Industrial School, maintained by the United States government in Oklahoma.

The owners of clover seed houses at Toledo had a lively scramble to clear their cellars of seed, during the high-water period. None of the seven concerns having warehouses lost anything from damaged seeds.—H. D.

I would recommend the purchasing of seed corn only in the ear. This enables the purchaser to see exactly what he is getting, and if it is not satisfactory, he can return it. It also enables him to throw out any undesirable ears.—Professor P. G. Holden.

The St. Louis Merchants Exchange has appointed the following committee on seeds and castor beans: C. F. Beardsley, W. F. Funston, D. I. Bushnell, Ben P. Cornell and F. S. Plant. W. F. Chamberlain has been appointed seed inspector and weigher.—E. S.

The Wm. S. Gilbreath Seed Co., of Indianapolis, Ind., is accumulating quite a stock of seed at its temporary quarters, 368 S. Meridian-st., and shortly will be in position to supply the wants of the trade, which is growing more rapidly than expected.

Seed exports during the 12 months of 1903 were 12,470,179 pounds of clover seed, 1,157,953 bus. of flaxseed, 17,581,060 pounds of timothy seed and other grass seed valued at \$289,045; compared with 10,251,077 pounds of clover seed, 4,046,178 bus. of flaxseed, 12,157,917 pounds of timothy seed and other grass

seed valued at \$588,486 for the preceding 12 months, as reported by O. P. Austin, chief of the bureau of statistics.

The Dominion minister of agriculture is working for the adoption of a bill he had before parliament last year to prevent the adulteration and mixing of seeds. He believes that careless seed collection is responsible for the spread of many noxious weeds.

Clover seed receipts at Toledo for the week ending Feb. 6 amounted to 980 bags; compared with 3,060 bags for the corresponding week of 1903. Receipts for the season have been 94,800 bags; compared with 77,000 bags for last season. Shipments for the week ending Feb. 6 were 7,185 bags; compared with 7,600 bags for the corresponding week of 1903. Shipments for the season have been 46,000 bags; compared with 49,500 bags for last season.

When the agricultural appropriation bill came up for discussion in the House, Feb. 5, Mr. Sheppard, of Texas, made a persistent and determined effort to stop the free seed distribution by striking out the sections providing for the expense. Representative Lind stated that of \$270,000 expended in the congressional free seed farce, about \$100,000 was used for expenses. The packages of seeds cost the government 20 cents each, instead of 5 cents, as was generally supposed. Mr. Sheppard succeeded in having the appropriation stricken from the bill; but the same provisions were immediately added to the bill as amendments. Only 3 representatives voted against the amendments, showing how eager all are to continue the graft.

Seed receipts at Chicago during the week ending Feb. 6 were: 578,404 pounds of timothy seed, 133,737 pounds of clover seed, 386,600 pounds of other grass seed and 32,900 bus. of flaxseed; compared with 1,246,686 pounds of timothy seed, 450,560 pounds of clover seed, 315,169 pounds of other grass seed and 36,677 bus. of flaxseed during the corresponding week of last year. Shipments for the week ending Feb. 6 were: 241,050 pounds of timothy seed, 319,673 pounds of clover seed, 1,017,642 pounds of other grass seed and 3,900 bus. of flaxseed; compared with 1,587,984 pounds of timothy seed, 481,016 pounds of clover seed, 295,900 pounds of other grass seed and 13,413 bus. of flaxseed for the corresponding week of last year.

The "Corn-Wheat" Fake.

Corn-wheat, a grain imported from Germany in 1888, has been heralded as the coming cereal for the semi-arid portion of the northwest, where it is being hailed as better for hog feed than the corn of the central states.

By some the new cereal was called a mammoth rye, others described it as speltz, and still others insisted that the wonderful grain was macaroni wheat.

An investigation begun by the South Dakota experiment station disclosed the fact that the "new" grain was none other than the Polish wheat, which is as well known as it is worthless. It does not resist drouth. It is the poorest yielder of all wheat. The corn-wheat yields 7 bus. of miserable shrunken grain, while a contiguous plot of macaroni wheat gave 27 bus. of good grain. Corn-wheat is absolutely without value in the semi-arid wheat growing regions.

In the engravings herewith are shown several grains and a head of Polish or corn-wheat, natural size.

The promoters who are selling the seed at a high price claim the corn-wheat when ground gives a flour re-



Grains of Polish Wheat (Natural Size).



Head of Polish Wheat (Natural Size).

sembling cornmeal. Another false claim is that the straw makes good hay. The only facts in its favor are that heavy crops have been grown in certain localities in Oregon, Washington and Idaho, where the climate and soil are unusually favorable for this odd kind of wheat.

Supply Trade

F. M. Smith, Chicago representative of the Huntley Mfg. Co., has been granted letters patent on a grain drier.

While the timid and conservative are waiting for business to "pick up," the hustling advertiser picks up business by persistent persuasion.—Jed Scarboro.

The Barnett & Record Co., of Minneapolis, Minn., is considering the advisability of establishing a Canadian office on account of its increasing business in that country.

The new patent law of Mexico is translated in No. 1863 of the Daily Consular Report, issued Jan. 29, by the Department of Commerce and Labor, Washington, D. C.

T. F. Costello & Co., contractors and builders of grain elevators, at Minneapolis, Minn., have removed their offices from 309 South Third street to 412 South Third street.

Each advertisement is simply one tap of the publicity hammer—on the strength of each blow depends the number required to drive the nail to the head.—The Advisor.

The Hogan Motor Power Co. has been organized at New Haven, Conn., to build gas engines. John J. Hogan, formerly electrical engineer at Yale University, is pres. of the company.

Henry Baden, of Hamler, O., owns the patent on a cement tile suitable for covering the roofs of elevators. No nails are used in putting the tile on. Its weight is less than slate and it is a better roof.

The Steel Storage & Elevator Construction Co., of Buffalo, N. Y., has received the contract for a 60,000-bus. elevator for the Baker Castor Oil Co., at Jersey City, for storing castor beans.—J. C.

The Hartford Blower Co., of Hartford, Conn., has recently received orders for fans and dust collecting machinery from the Aeolian Co., Meriden, Conn., and G. F. Warner Mfg. Co., New Haven, Conn.

The Jeffrey Mfg. Co., of Columbus, O., has issued catalog No. 57A, illustrating and describing Jeffrey machinery for the saw mill, lumber and woodworking industries. The book contains 142 pages and is copiously indexed.

The Drake Standard Machine Works, 298 Jackson blvd., Chicago, have secured the Cook County agency for the Wayne Gasoline Engine, manufactured by the Wayne Foundry & Machine Co. A full line of engines will be carried in stock.

One should let his competitor alone when he advertises. At the most one can draw away but part of his trade. By striking out at the general public one has a wider scope, with prospects of drawing in very much more business.

There may be enough of the savage left in man to cause him to like to witness a square fight, but no one likes to hear a quarrel.—Printers' Ink.

H. C. Teeter, of Hagerstown, Ind., has decided to discontinue the building of grain elevators, and has joined two of his brothers in the purchase of a mill and elevator, at Hagerstown, where he will be pleased to meet former customers.

P. H. Pelkey, the hustling elevator builder and contractor, who has recently opened an office and warehouse at Wichita, Kan., surprised his friends Jan. 24 by going to Winfield and bringing Miss Evalina Morley to Wichita as his wife.

In the suit of Sprout, Waldron & Co. against the Barry-Wehmiller Machinery Co., the federal court at St. Louis has granted a perpetual injunction against the manufacture of feed regulators held to be an infringement of patent No. 526,254, owned by complainant.

The Gilmore-McArdle Co. has been incorporated at Minneapolis, Minn., to manufacture elevator and mill machinery, engines and boilers. The capital stock is \$100,000 and the officers are J. K. Gilmore, pres.; J. D. McArdle, treas.; and Frank S. Hinkley of St. Paul, secy.

The Marfield-Griffiths Co., grain commission merchants, of Minneapolis, Minn., is sending its friends and customers a vest pocket memorandum book, including useful maps and all the grades of the Minneapolis market, as well as other information of interest to grain dealers.

Manufacturers desiring to reach the South African trade are invited to take space at the Cape Town Industrial Exhibition, of November and December, 1904, and January, 1905. Application for space should be made to Trades Markets & Exhibitions, Ltd., 93 St. George's street, Cape Town, South Africa.

The New Era Gas Engine Co. has been incorporated at Dayton, O., to succeed the New Era Iron Works, manufacturers of the New Era and the Little Giant Gas and Gasoline Engines. The capital stock is \$275,000; and the officers are L. M. Johnston, pres.; Jas. Turpin, vice-pres., and A. M. Sullivan, secy. and treas.

At the annual meeting of the policyholders of the Grain Dealers National Mutual Fire Insurance Co., in Indianapolis, Jan. 20, all of the old directors and officers were re-elected, with the exception of Theo. P. Baxter, who is no longer identified with the grain business. R. F. Cummings of Clifton, Ill., was elected to succeed Mr. Baxter as a director.

Pick your journal carefully, investigate it fully, plan a campaign that will utilize every issue and every inch of the space forcefully and coherently, give the advertisements distinctiveness and continuity that will make them easily recognized as your own by every regular subscriber, and, lastly, leave the reading pages to the editor, and do not "befoul your own nest" by insisting on a write-up.—Profitable Advertising.

The York Foundry & Engine Works of York, Neb., have issued a card illustrating and describing their chain, telescope, loading spout, which is used by nearly all the line elevator companies of Nebraska. The popularity of this spout is shown by the number of orders received during the past year, when 586

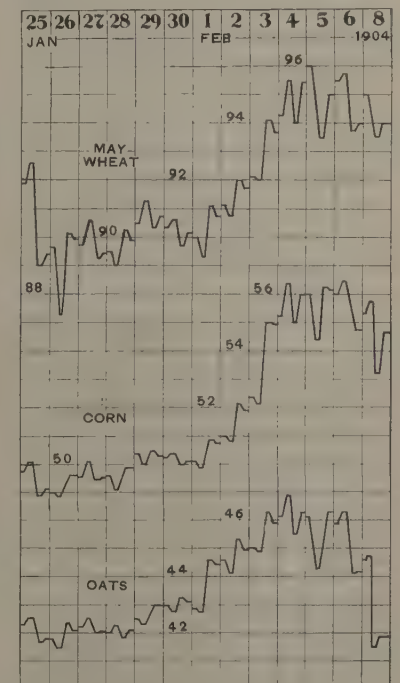
grain loading spouts were distributed thruout the states of South Dakota, Iowa, Nebraska, Kansas, Missouri and Oklahoma.

The C. O. Bartlett & Snow Co., of Cleveland, O., has recently made sales of elevating and conveying machinery to the Iroquois Portland Cement Co., Cal- edonia, N. Y.; the Elk Rapids Portland Cement Co., Elk Rapids, Mich.; the Grasselli Chemical Co., Cleveland, O.; the Struthers Furnace Co., Struthers, O.; the Sandusky Portland Cement Co., Sandusky, O.; the Sherwin-Williams Co., Cleveland, O.; the Cleveland Gas, Light & Coke Co., Cleveland, O.; the Farmers' Chemical Co., Cleveland, O., and the S. Lorain Coal Co., Lorain, O.; also from the Rossland Power Co., Rossland, B. C., for mining machinery.

P. H. Pelkey, of Wichita, Kan., says with regard to the cost of building elevators, that "Materials and labor used in erecting elevators will be somewhat higher the coming year than they have been in the past. The fact that lumber is gradually getting scarce and shipments hard to get thru in a reasonable length of time would indicate that lumber would be higher. Machinery remains practically the same. Some goods are lower and some are higher. These are, of course, governed by the price of raw materials in the east. Labor will be higher this year than it has been the past two years, from the fact that men are scarce and good men are very few and demand larger wages than before."

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Feb. 9 are given on the chart herewith.



A large increase in the cost of bolting silk is expected, as the Swiss manufacturers of bolting cloth have advanced their wholesale prices.

Grain Trade News

CANADA.

Montreal, Que.—The new grain eltr. is to be ready for operation by May 1.

Gladstone, Man.—The eltr. and mill for the Echo Milling Co. have been completed.

Fort William, Ont.—Tenders for the erection of the eltr. for the Ogilvie Flour Mills Co. closed Feb. 5.

Winnipeg, Man.—Frank Collins, of the Grain Exchange, was married Jan. 20 to Miss Wadsworth, of Emerson.

Winnipeg, Man.—Receipts of wheat late in January fell to almost nothing, compared with the receipts a year ago.

London, Ont.—Walter Thomson & Son, Ltd., have succeeded Walter Thomson, at London. Mitchell and Seaforth.

Port Arthur, Ont.—A. Merrix, local agt. for W. Richardson & Son, of Winnipeg and Kingston, died Jan. 19, after an operation.

Edmonton, Alta.—The C. N. Ry. will build 5 eltrs., with capacities of from 40,000 to 50,000 bus., during the coming summer.

Burlington, Ont.—The grain warehouse occupied by W. Kerns & Co., at Burlington Junction, burned Jan. 20, with 1,000 bus. of grain.

Montreal, Que.—The Montreal Transportation Co. has been incorporated with additional powers, to forward freight and passengers and own and operate eltrs.

Winnipeg, Man.—At the annual meeting of the Board of Trade, Feb. 2, the members of the board of arbitration and of the board of grain examiners were re-elected.

Vernon, B. C.—D. McIntyre, grain buyer for the Columbia Flour Mill Co. was found, Feb. 5, frozen to death on the prairie near Macleod, Alta. He had been missing for over a month.

Winnipeg, Man.—It is considered likely that the C. P. Ry. will build this year the cut-off, running east from Winnipeg and joining the main line near Darwin, which has been talked of so long.

Port Arthur, Ont.—The 80 tile bins of the C. N. Ry. eltr. have been completed and the eltr. will be finished in about 5 weeks. It is expected that the working house will be the fastest grain working house on the continent.

Port Arthur, Ont.—The Canadian Eltr. Co. and the American Cereal Co., of Peterboro, will build a 1,250,000-bu. eltr., intending to have it completed in time for the crop of 1904, if possible. Storage tanks of tile or concrete will also be constructed.

Montreal, Que.—The contract for the iron work on the new Chicago & Grand Trunk R. R. eltr. has been let to the Canadian Bridge Co. It remains to be seen whether the policy of dividing a contract will give any better results in this case than in some conspicuous failures.

Montreal, Que.—The committee of management of the Corn Exchange, at its meeting Feb. 1, decided to call a meeting of the grain exporters to see what can be done to persuade the Dominion government to grant the Montreal in-

spector the privilege of inspecting Manitoba grain as such.

St. Paul, Minn.—The Western Canada Immigration Assn. was formed at a meeting at St. Paul of the representatives of the big land companies controlling vast territories in the Canadian northwest, to promote the emigration of citizens of the United States. The assn. will begin an advertising campaign.

Brandon, Man.—At the second annual meeting of the Manitoba Grain Growers' Assn. objection was made to the mixing of different grades of wheat in transit, which results in the millers in England not getting the grades wanted. C. C. Castle, warehouse commissioner, gave an interesting address on grain inspection.

Toronto, Ont.—Milton G. Stagg, a broker, is under arrest on a charge of securing \$1,000 on forged bills of lading for wheat; and Quentine Craufurd is charged with forging the names of W. Murray and S. A. Innis, station agts. at Harley and Hawtreys, to these bills, which were placed with a local bank as security for the advances.

Winnipeg, Man.—Members of the Grain Exchange are much pleased with the method of clearing of the Winnipeg Grain & Produce Exchange Clearing Assn., which has given a great impetus to the amount of business in the trading room of the Exchange. On Feb. 5, 1,210,000 bus. of wheat were cleared thru this assn. by members of the Grain Exchange.

Ottawa, Ont.—The Keewatin Flour Mills Co., Ltd., incorporated, \$2,000,000 capital, to buy, sell, store, ship and deal in grain and manufacture, buy and sell flour and other grain products. Incorporators, John Mather, A. W. Fraser and Robert Montgomery Cox, of Ottawa; Edwin C. Whitney, of Whitney; David L. Mather, of Rat Portage; Jas. Drummond McGregor, New Glasgow, N. S.; Robert L. Borden, Halifax; Geo. Burn, Ottawa; T. H. Bronson and John Coates.

Winnipeg, Man.—The sixteenth annual meeting of the Grain Exchange was held Feb. 1 and following an established precedent A. R. Hargraft, who served last year as vice-pres., was elected pres. for the ensuing year, and John Love was elected to succeed him as vice-pres. C. N. Bell was re-elected secy. Council: A. B. Ellis, W. H. McWilliams, W. D. McBean, W. W. McMillan, G. R. Crowe, Thos. Thompson, Capel Tilt, W. A. Black, W. L. Parrish, C. A. Young and H. N. Baird. Arbitration committee: C. A. Young, S. P. Clarke, W. J. Bettingen, Jas. Hodd, J. C. Gage, S. Spink and A. Reid. Committee on appeals: T. L. Morton, F. O. Fowler, T. H. Hatchard, Bruce McBean, T. H. Metcalf, H. H. Wineals and J. G. McHugh. The membership of the Exchange is now 230 active members and 22 associate members. The new memberships purchased from the Exchange during 1903 were 20; and 25 transfers of seats were made.

Winnipeg, Man.—At a meeting of members of the clearing house, Jan. 21, it was agreed that all trades in futures should be cleared daily. The object is to im-

prove the option market. At a subsequent meeting of the council of the Grain Exchange the following resolution was unanimously adopted: That in the interest of the grain trade, it is advisable that a trade term to be known as "Standard Spread" should be adopted, therefore such term is hereby adopted and recognized; and (as applying to Manitoba wheat of the crop of 1903, with No. 1 northern as the contract grade) such term shall mean, that when, under the rules of the Exchange, No. 1 hard wheat is delivered on a contract for future delivery it shall carry a premium of 1c per bu. over No. 1 northern wheat and when No. 2 northern wheat is delivered on such a contract it shall carry a discount of 3c per bu. under the price of No. 1 northern; such arbitrary value spread to apply only on sales for future delivery made under the condition of "Standard Spread."

CHICAGO.

Memberships in the Board of Trade are selling for \$3,350.

Frank Marshall has bot the Hayford Eltr. of Geo. H. Sidwell & Co.

H. L. Miller, formerly with A. C. Curry & Co., is now with E. W. Bailey & Co.

Frederick S. Martin has resigned his position with Chas. Counselman & Co., to take effect March 1.

Al Walker, who formerly represented A. A. Fowler, of New York, is now with Fyfe, Manson & Co.

The J. Rosenbaum Grain Co. bot, Jan. 3, 2 cars of No. 2 red wheat from I. N. Ash & Co., at the record price of \$1 per bu.

Wm. H. Martin, Jr., who has been with McReynolds & Co. for several years, died Feb. 4 at St. Luke's hospital, aged 31 years.

The grain committee is considering the advisability of having one sampler only instead of several official samplers, as at present.

Ware & Leland broke their record for the number of orders received in one day, on Feb. 3, when their private wires handled 834 orders.

The Illinois Central has given notice that no orders on thru-billed grain would be received for the Lake Shore or the Nickel Plate roads.

John H. Dwight, formerly of the firm of Dwight & Gillette and a member of the Board of Trade for 35 years, has posted his membership for transfer.

C. B. Slade, who has had charge of the cash grain department of Chas. Counselman & Co., has resigned this position and also that of pres. of the So. Chicago Eltr. Co.

On January 30, three men were arrested in the Pennsylvania R. R. yards at So. Chicago for sweeping grain cars and Justice Callahan fined them \$5 each and costs.

L. H. Manson, of Fyfe, Manson & Co., departed last Sunday for a visit to the Mardi Gras Festival at New Orleans, and later Cuba, returning to Chicago Feb. 22.

Rock Island Eltrs. A and B have been reopened and arrangements will be made to reduce the switching charges and thus facilitate the handling of grain at these houses.

John J. Stream, who has been with Chas. Counselman & Co. for 22 years,

has been made general mgr. of that company and pres. of the Chicago Grain Eltr. Co.

The 11th Ward Improvement Club has sent to every member of congress resolutions urging the federal government to remove the tunnel obstructions from the Chicago River.

Country eltr. men in Illinois are offering smaller quantities of corn, hoping that the discount on the low grades will become less, and that No. 4 corn will advance in the wake of the contract grade.

The Nash-Wright Co. is effecting a wonderful improvement in the lighting of its offices by tearing out the old partitions and replacing them with ornamental glass, making its quarters very attractive.

Samples of corn that were graded No. 4 by the inspection department, showed so much moisture when exposed to the warm air of the exchange floor several hours, that buyers would offer only the no grade price.

Bartlett, Frazier & Carrington broke their records for private wire and telephone orders Feb. 3, by receiving 536 orders from New York over 1 wire and telephoning 688 orders from their office to the exchange floor.

The directors of the Board of Trade have declined to assume jurisdiction in the claim of Gillett & Denniston against N. De Golyer, involving money said to be due on transactions in cotton, on account of the loss having been sustained on another exchange.

David Oliver, one of the oldest members of the Board of Trade, died suddenly Feb. 1 at Cape Town, S. A., while on a tour of the world. He went to Chicago in 1864 and in 1866 started an oatmeal mill in No. Water street. Mr. Oliver removed to Joliet in 1889, retiring from business in 1901.

Joe Korski was fined \$5 and costs, Feb. 3, by Justice Callahan on charge of disorderly conduct. He was caught in R. I. R. R. yard at South Chicago, with a grain sack concealed underneath his vest. Verily, Justice Callahan is striving to enforce the law and protect the property of grain shippers from the thieves.

A conference of the inspection committee of the Board of Trade and the Illinois Railroad and Warehouse Commissioners was held Feb. 4, with the result that the commissioners agreed to maintain the sample room in the Board of Trade building and to furnish type samples of the contract grades to members.

Members of the Board of Trade will soon vote on a proposition amending section 5 of rule 21, as follows: Provided, however, that on all No. 1 hard winter wheat and No. 2 hard winter wheat delivered on such contracts before July 1, 1904, 5c per bu. shall be deducted, and delivered on and after July 1, 1904, 2c per bu. shall be deducted.

Edw. A. Lord, who has been connected with the grain trade of Chicago for the last 20 years, died suddenly Jan. 3, aged 75 years. He had attended to business until he met with an accident a few days before his death. Mr. Lord was at one time a partner of Geo. F. Stone and was formerly prominent in the trade in Boston.

The Grain Shippers' Protective Asso. is surely doing a most excellent work in South Chicago, where the grain thieves seem to be more numerous than in other parts of the city. On Jan. 6th Joseph

Tanarski was arraigned before Justice Callahan at South Chicago, charged with receiving stolen property. It was proved that he had encouraged boys to break open and rob cars. He was fined \$25 and costs.

The committees which have been discussing the terms of a proposed agreement regarding sales of cash grain and the arbitration of disputes between members of the Chicago Board of Trade and the New York Produce Exchange, have come to an understanding on most of the points involved; and the Chicago committee, composed of James Pettit, Robert McDougall and W. H. Merritt, has issued to members a 4-page circular, showing both the clauses agreed on and those not yet settled.

The transfer eltr. in the Wabash railroad yards at Forest Hill, owned and operated by Pratt & Buckley, was burned on the afternoon of Jan. 28. The protection against fire was inadequate. The engineer had to run a mile to give the alarm, and the fire engines had to pump over a mile, affording only one stream, which was used to save the office. Loss, \$50,000 to \$55,000; insurance, \$41,500. The eltr. contained no grain. Altho the plant had not been running for some months it was to have been started in a few days. The fire did not interrupt the transfer of grain for the Wabash railroad, since Requa Bros. have been performing this service for several months past. Pratt & Buckley have not decided whether to rebuild.

The Grain Shippers Protective Association, in conjunction with railroad detectives, has arrested a number of boys recently for breaking into grain cars. Jan. 30th, Thos. Quinn, aged 16, was fined \$5 and costs by Justice Callahan, while Martin O'Connell and Arthur Peterson, aged 13 years, were remanded to the care of Juvenile Officer Bonner. When captured in the railroad yards all had grain sacks. V. Johnson, F. Wolf and F. Reschke were arrested Dec. 29th in the railroad yards at 106th St., charged with stealing grain from cars. Justice Callahan fined Wolf and Reschke \$10 and costs and held Johnson, who is not 16 years of age, to the Juvenile Court. On Jan. 14th, Jno. Danielson was arrested for stealing grain from cars of the C. & E. I. R. R., at South Chicago. He was held to the criminal court under \$500 bonds. Wm. Crowley was fined \$20 and costs on a similar charge. Mrs. Augustana Brown and Mrs. Minnie Mau were fined \$15 and \$20 respectively on charges of receiving stolen property.

Judging from recent events, the committee appointed by the Illinois Valley Grain Dealers Asso., at its meeting in Chicago, May 4th, 1903, did not induce Judge Tuthill to agree to the necessity of enforcing the law against boys who break into cars and steal grain. One case which has been followed by the Grain Shippers Protective Asso., is that of Albert Ptacek, of 602, 96th St., South Chicago. He was arrested Nov. 12th, 1902, for robbing a car of flour, discharged and turned over to Juvenile Officer Bonner. Aug. 7th, 1903, he was arrested for stealing grain from cars on the Pennsylvania Ry., was again discharged and turned over to Juvenile Officer Bonner. As evidence of the reforming influences of juvenile officers it may be said that the same boy was arrested a third time Jan. 12th, 1904, for breaking the seal on I. C. car No. 19921 at South Chicago. He was held to the Juvenile Court by Justice Calla-

han, tried before Judge Tuthill and discharged by him Jan. 15th. Such leniency cannot help but instill boys with complete disrespect of law and the right of property. Severe punishment for the first offense, or at least for the third offense, would cause the boys to hesitate before continuing on their criminal career. Leniency as practiced by the Juvenile Court but serves, to encourage them to steal from cars whenever an opportunity affords. It might be well for the committee to call again on Judge Tuthill.

ILLINOIS.

Smithshire, Ill.—A. H. Davidson has sold out.—I.

Weston, Ill.—F. L. Churchill has installed new scales in his eltr.

Kappa, Ill.—The Farmers' Eltr. Co. contemplates the erection of an eltr.

Buckingham, Ill.—The new eltr. of A. A. Armitage was opened Jan. 25.

Savanna, Ill.—Dr. L. H. Maloney has bot the 50,000-bu. eltr. of Rhodes Bros.

Manhattan, Ill.—G. E. Hargreaves is installing a 14-h. p. gasoline engine in his eltr.

Emington, Ill.—Herb Bros. have succeeded Herb & Son, the father having retired.

Leroy, Ill.—The Brooks & Harrison Co. is improving its eltr. and will renew its corn sheller.

Tablegrove, Ill.—The eltr. of S. A. Hendee, which burned Dec. 22, will be rebuilt next spring.

Villagrove, Ill.—Henry Mooney, of Philo, will build an eltr. and engage in the grain business.

Thomasboro, Ill.—J. B. Walton & Sons will build an eltr. at Royal, a new town on the Frisco cut-off.

Prairie City, Ill.—Jefferson Louk has succeeded Mr. Wheeler as mgr. for Geo. S. Dole, of Galesburg.

Mt. Pulaski, Ill.—The Mt. Pulaski Farmers' Grain & Eltr. Co. increased capital from \$7,000 to \$11,000.

Monica, Ill.—H. McManus, of Laura, and Mr. Gillen, have bot the eltr. of W. W. Day and succeeded him.

Eleroy, Ill.—Myers Bros., of Scotia, have bot the eltr. of the B. P. Hill Grain Co. and will succeed it soon.

Scarboro, Ill.—Shearer Bros. have completed their new 35,000-bu. eltr., which is arranged to be operated by one man.

Pekin, Ill.—The Turner-Hudnut Co. is having a number of special grain cars built for private use, of more than ordinary size.

Steward, Ill.—Shearer Bros. have leased Titus Bros.' eltr., and will operate it in connection with their new eltr. at this point.

Carlinville, Ill.—C. R. Aden & Co. have bot the property of J. N. Hairgrove, of Virden, for \$1,600, and will rebuild the burned eltr.

Niantic, Ill.—Delaney Bros. & Delaney have succeeded Mansfield & Delaney, N. A. Mansfield having sold his interest to Delaney Bros.

Shippers have bot 27 suits, aggregating \$56,000, against the Illinois Central Railroad, to recover alleged over charges in freight bills.

Bloomington, Ill.—Lamson Bros. & Co., of Chicago, have succeeded to the local business of Weare Grain Co. They have taken the unused lease of the Chi-

cago wire and Mr. Thomas is retained as local mgr.

Oscoda, Ill.—Geo. H. Johnson has bot for \$5,400 the eltr. and real estate of Samuelson & Anderson, put up at auction Jan. 12 by E. G. Samuelson.

Leroy, Ill.—Leroy Farmers' Eltr. Co. incorporated, \$10,000 capital, to deal in grain. Incorporators, John Sigler, A. E. Linton and John M. Staley.

Hildreth, Ill.—The National Eltr. Co. is improving its eltrs. at Hildreth and Mellwood. Both eltrs. are equipped with Constant Patent Chain Feeders.

Paris, Ill.—Pringle & Browning have decided to close their local office on account of the city council demanding an exorbitant license fee of \$50 per month.

Bluffs, Ill.—The foundation of the new eltr. of H. & C. Oakes recently settled several inches, but no serious damage was done, altho the eltr. was almost full of wheat and corn.

Lawrenceville, Ill.—Frederick Horner, of the Horner Eltr. & Mill Co., was married Jan. 21 to Miss Irene Adams. After a month's trip in the south they will be at home at Lawrenceville.

Riggston, Ill.—H. & C. Oakes, of Bluffs, has let the contract to the Younglove & Boggess Co. for the erection of a 40,000-bu. eltr., to handle ear corn and small grain. A 15-h. p. gasoline engine will be installed.

Algonquin, Ill.—Koch & Son, who own 2 eltrs. have filed a petition in bankruptcy. Liabilities, \$6,000; assets, \$15,000. It is alleged, however, that the figures should be reversed, as already claims for \$20,000 have been filed.

Prairie City, Ill.—The new eltr. was built on a concrete foundation, but rats have worked thru the wall, and gnaw the lacing of the large belts nearly every night. Concrete that rats can work thru must be very flimsy.

Wilmington, Ill.—Edwin C. Day has been appointed receiver for the Wilmington Cereal Co., J. E. Truitt, a stockholder, having claimed that Secy. A. A. Heffley and Treas. W. L. Barteau had concealed the books of the company, had refused to issue any stock to stockholders and had attempted to forfeit an option on the plant at Wilmington.

Peoria, Ill.—A cereal mill, which will turn out all kinds of cereal foods to be shipped all over the world, is being built by the Woolner Distilling Co., in connection with its distillery, which has just been completed. The new cereal plant will have a capacity of 8,000 bus. per day, while another 8,000 per day will be used by the distillery.

Marseilles, Ill.—Chas. L. Douglass, who recently sold his eltr. property at Marseilles and Ottawa, to deal in Canadian lands, was elected vice-pres. of the Western Canada Immigration Assn., when that organization was formed at St. Paul, Minn., Jan. 25. Mr. Douglass is interested in the Douglass Land Co., with offices at Chicago and Winnipeg.

Springfield, Ill.—A. B. Hostetter, secy. of the Illinois Farmers' Institute, will send out corn this spring on the same plan as last season. The institute will send to any boy in Illinois under 18 years of age a package of 500 grains of pure-bred seed corn, provided the boy applying sends 4 cents to pay postage on the corn and will agree to keep a record of how he grows the corn and will exhibit ten ears at his home county farmers' institute.

Newton, Ill.—The new eltr. completed recently for John Houchin is equipped with a No. 6 Monitor Seed Cleaner, Marseilles grain machinery, dormant and hopper scales and a gasoline engine. The building is 24x60 ft. and 3 stories high with basement, which is solid brick, as is also the foundation. The rest is iron clad. The engine house is 10 ft. clear of the eltr. and built of brick. The plant was designed by the Younglove & Boggess Co.

Elpaso, Ill.—The stockholders of the Farmers' Eltr. Co. held an all day session in the opera house Saturday, Jan. 16, and after much discussion, they finally voted to charge each stockholder $\frac{1}{4}$ c a bu. on all the grain he sold regardless as to where he sold it. This goes to pay the running expenses and to help make the existing deficiency. Many different opinions were expressed as to the $\frac{1}{4}$ c clause and a number of the stockholders will refuse to pay it.—Bulletin, Bloomington, Ill.

Illinois grain dealers who wud ship grain, if they cud get cars, may be pleased to know that the state law provides that: "Every railroad corporation in the State shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freight."

INDIANA.

Middletown, Ind.—The Middletown Milling Co. will enlarge and improve its eltr.

Greensburg, Ind.—John M. Hornung has succeeded Dieckmann Bros. and has purchased their mills.

Dundee sta., Orestes P. O., Ind.—Urmston & Son have installed 3 Constant Patent Chain Feeders in their eltr.

Hartford City, Ind.—J. F. Adamson has bot property on the Panhandle road and will build an eltr. and flour mill.

Sims, Ind.—Arthur W. Haycock has succeeded Haycock & Freeman, having purchased the interest of Mr. Freeman.

Hammond, Ind.—The Hammond Eltr. Co. will add 8 steel tanks to its eltr., increasing the storage capacity to 1,000,000 bus.

Shelbyville, Ind.—The corn mill for the Nading Mill & Grain Co. has been completed and has a daily capacity of 2,500 bus.

Daleville, Ind.—J. P. Shoemaker and others are said to be forming a stock company to rebuild the mill burned last month.

Kewanna, Ind.—L. E. Daniel & Co. have succeeded J. M. Bradford, L. E. Daniel, of Spartanburg, having bot a half-interest.

Oxford, Ind., Feb. 4.—Cold weather and drifted roads have almost entirely stopped all business and especially so in the grain trade.—V. L. Anderson.

Shelbyville, Ind.—The Nading Mill & Grain Co., incorporated, \$80,000 capital. The directors are: Wm. Nading, Chas. W. Billingsley and Mary N. Nading.

Sheldon, Ind.—Joe Bonus, a scooper is buying corn and oats and storing in barns and sheds. He has no facilities whatever for storing or handling grain.

Indianapolis, Ind.—The Indiana Millers' Mutual Fire Insurance Co. held its annual meeting Jan. 19 and the old officers and directors were re-elected for the ensuing year.

Pennville, Ind.—Teegarden & Skinner, or Dunkirk, have purchased a lot and will build a 35,000-bu. eltr. No contracts, either for construction or machinery, have been placed.

Flora, Ind.—O. L. Landis and D. J. McCain have bot the interest of Bert Miller in the business of U. W. Blue & Co. Mr. Miller intends engaging in other business in Texas.

Indianapolis, Ind., Feb. 1.—We believe it a good time to warn all handlers of corn to ship with the greatest caution during the warm spring and early summer months.—Bassett Grain Co.

Indianapolis, Ind.—Henry W. Piel, secy. and treas. of Piel Bros. Starch Co., died Jan. 21. Mr. Piel had been in ill health for the last 4 months and his death was caused by pneumonia. He was a member of the Indianapolis Board of Trade.

Arcadia, Ind.—The mill and eltr. of the Arcadia Milling Co. burned Jan. 17 with a quantity of wheat and corn. Loss about \$13,000 with no insurance. Present owners will not rebuild, but probably a mill or eltr. or both will be built on the site during the coming summer.

Shelbyville, Ind., Feb. 2.—Wheat scarce but some corn moving. Corn is not of a very good quality; chaffy and cobs mouldy. Wheat in this section is not hurt and has been protected by snow. Some of our local mills will have to stop running shortly on account of the scarcity of wheat. Farmers are holding, expecting \$1 per bu.—A. L. Gorman.

Indianapolis, Ind.—The export business of the Bassett Grain Co., which E. W. Bassett has handled in person, will be dispensed with during the absence of Mr. Bassett, who has arranged to take a trip to Europe during March, April and May, when it will be unsafe to handle corn on account of the extremely poor quality. F. M. Montgomery and W. H. Howard, old and trusted employes of the firm, will have charge of the office and the handling of consignments and local business.

IOWA.

Bode, Ia.—C. J. Hilland has succeeded C. J. Hilland & Co.

Palmer, Ia.—R. L. Schroeder is agt. for the Chicago Grain & Eltr. Co.

Oxford, Junction, Ia., Feb. 2.—Oat and corn crop light.—Carter & Klahn.

Paton, Ia.—J. S. Williams, whose eltr. burned last winter, will build a house this spring.

Decorah, Ia.—L. E. Davidson has severed his connection with the D. Rothschild Grain Co.—I.

Imogene, Ia.—J. K. Gwynn, of J. L. Gwynn & Co., has been seriously ill with tonsillitis but is again about.

Halbur, Ia.—Signal Bros. have bot the eltr. and coal business of Reinart & Sandgeroth, who have quit the grain business.

Gadstone, Ia., Feb. 6.—Not much grain moving. Corn changing hands among farmers for 40 to 45 cents per bu.—J. V. Simock.

Brooklyn, Ia.—The Brooklyn Lumber & Grain Co. incorporated, \$25,000 capital. Incorporators, Albert Davidson, H. C.

Light, T. E. Roderick, W. F. Berger and A. J. Davidson.

Cedar Rapids, Ia.—The Grain Dealers Journal is all right, and we do not want to be counted off the list, as we have taken it too long now to think of stopping it.—H. Wetzel & Co.

Fort Madison, Ia., Jan. 31.—The corn in this country is very soft and I am doing no business. Last year at this time I had handled 200 cars of new corn from Missouri; this year 7 cars.—C. A. Johnson.

Davenport, Ia.—A. H. Reupke has brot suit against the D. H. Stuhr & Sons Grain Co. to recover \$150 alleged to be due on a year's contract. Reupke alleges that he was discharged after having worked 10 months.

Nashua, Ia., Feb. 3.—Very poor crops throught this locality; too much rain. Plowing all finished and ground in shape for a good crop next season. Corn shipped in from the south to finish fattening hogs.—C. N. Bates.

Imogene, Ia., Feb. 3.—Nothing doing in the grain trade here this winter. Short crop. and about 60% may grade No. 3; the balance No. 4 and no grade. Farmers want to sell the poor stuff, but are holding the better grade for 40 cents or better next summer.—John Gilmore.

Hawarden, Ia., Feb. 8.—The crop is nearly all marketed here. The corn that is left will be fed at home, altho there are fewer cattle on feed than usual. A little winter wheat was sown in this vicinity, as an experiment, last fall and it looks very well now.—Geo. H. Barber.

Boone, Ia.—The Farmers' Co-operative Co. has been organized at Ericson, on the new Newton & Northwestern Ry., and has let the contract to the Younglove & Boggess Co. for the erection of an 18,000-bu. eltr. The officers of the company are: E. Brown, pres.; F. G. Ball, secy.; E. Irving, treas.

Owasa, Ia., Feb. 2.—Crops in Hardin county are the poorest for years. Corn yield poor and quality poor and a large amount must be shipped in for feeding. Both yield and quality of oats were also poor. Prospects are bright for a good crop the coming season; a large amount of fall plowing being done by farmers and the ground is in good condition to produce a good crop.—Dealer.

Des Moines, Ia., Feb. 8.—A bill has been introduced in the lower house which provides that when an initial railroad, in contracting for the shipment of property beyond its line, provides that it shall not be liable beyond its own line, and the property is injured, the initial road shall be made a party defendant with the connecting carriers and such action shall be brot in the county where the shipment originated. It merits the earnest support of every shipper of the state. Get after your representatives.

KANSAS.

Stark, Kan.—Thos. Wells has succeeded Wells & Farmer.

Bartlett, Kan.—The J. Bartlett Feed Mill Co. is building a feed mill.

Americus, Kan.—The eltr. for M. Toomey has been nearly completed.

Damar, Kan.—The eltr. of C. Hoffman & Sons burned recently, but will be rebuilt.

Ottawa, Kan.—The Tidball-Marsh Lumber & Supply Co. has succeeded H. F. Burke.—I.

Home City, Kan.—W. F. Berry & Sons have bot the eltr. of J. B. Wuester, who will go into the banking business.

Junction City, Kan.—The Tyler Milling Co. is building a 50,000-bu. eltr. which will be covered with galvanized iron.

Phillipsburg, Kan.—John Gebhart has bot for \$10,000 the interest of L. A. Champlin in the Phillipsburg Mill & Eltr. Co.

Esbon, Kan.—The eltr. of F. A. Derby burned Jan. 25, with about 4,000 bus. of grain. His loss on the eltr. will be quite heavy.

Raymond, Kan.—The Raymond Grain & Supply Co. intends building a small eltr., with a capacity of 8,000 or 10,000 bus., in the spring.

Topeka, Kan., Feb. 1.—Wheat generally in good condition and ready to grow with favorable weather; insufficient covering during recent cold permitted some damage; plowing and some oats and barley sown in southwest.—Government Report.

Blue Rapids, Kan.—The Blue Rapids Mill & Eltr. Co. incorporated, and succeeded P. Anderson & Co. The mill will be removed to a site near the 100,000-bu. eltr. and will be equipped with steam power and probably later a power house will be erected and an electric plant installed.

Belpre, Kan.—D. G. Donovan, who had his eltr. filled and 60,000 bus. of wheat in 10 huge piles on the ground, began shipping Oct. 10, and has recently loaded the last of it in good condition. He scraped the sod, and ran the bottoms of the piles thru a cleaner, making No. 2 of all of it. Fortunately the weather continued dry.

Preston, Kan.—The Farmers' Co-operative Shipping Assn., which had a side street condemned last summer for the purpose of building an eltr. and was stopped by a technicality, is now building, having secured a site from the railroad company. P. H. Pelkey has the contract. A 12-h. p. Thompson-Lewis Gasoline Engine will be installed.

Lyons, Kan.—Geo. M. Randall, of Wichita, will build his mill at Lyons instead of at Wichita, as was planned at first. Hiram Imboden, of Wichita, will be associated with him and the firm will be known as the Lyons Milling Co. A 40,000-bu. eltr. will be built, adjoining the mill, and it is planned to have both completed in time for the new crop.

Hutchinson, Kan.—Philip W. Myers, who ran a bucket-shop as Myers & Co., left town suddenly Jan. 27, and his location is not known. His dupes numbered about 600, largely out of town, extending as far west as Arizona, to whom he mailed a daily letter report. Some of the losses ranged from \$200 to \$12,000, and other victims are still to be heard from.

Gypsum City, Kan. — Teichgraeber Bros., grain dealers, have brot suit against the Missouri Pacific Railroad to recover damages aggregating \$736 on account of shortages in the outturn weights of four cars of wheat. The weights loaded were 733, 699, 666 and 1,000 bus.; and the weights reported at Kansas City were 400, 400, 400 and 800 bus., respectively.

The directors of the Kansas Grain Dealers Assn. held a meeting at Kansas City, Jan. 28, to fix the date for the annual meeting of the Assn. The convention will be held at Kansas City, but the date chosen, March 22 and 23, will no

doubt be changed to about June 1, since many of the members of the Assn. wish to go to the St. Louis exposition after attending the meeting.

Holyrood, Kan., Feb. 2.—The outlook for a crop of wheat is not promising by any means. In the first place our wheat was sown very late on account of the fly, and the dry weather was against the germinating of the seed; therefore, that wheat got a bad start; and this, with the long dry spell, has left it in a delicate condition. Unless we have a very favorable season from now on we cannot expect much of a crop. The wheat that remains in the county is less than is usual at this time of the year. From the best information obtainable, about 20% is left of the 93,000,000-bu. crop.—W. W. Smith & Son.

KANSAS LETTER.

Brownell, Kan.—The eltr. for Geo. W. Davis has been completed.

Olathe, Kan.—Hodges Bros. have succeeded T. G. Graham in the grain business.

Lecompton, Kan.—T. L. Kerns has succeeded the Bennett Commission Co., of Topeka.

Lehigh, Kan.—Karl Ehrlich, of Ehrlich & Co., has just returned from a trip thru Illinois.—A. D.

MARYLAND

Baltimore, Md.—E. N. Morrison & Co., at one time engaged in the grain brokerage business, failed Jan. 25.

Baltimore, Md.—Gen. John S. Saunders, formerly in the grain and flour commission business of Saunders & Goodwin, died Jan. 19 at Annapolis, aged 68 years.

Baltimore, Md.—Gill & Fisher, the Smith-Gambrill Co., and the Maryland Export Co., each have brot suit against the Central Eltr. Co., operating the eltrs. of the Northern Central Eltr. Co., to recover \$3,000 damages on account of alleged deterioration of corn in store.

Baltimore, Md.—The Smith-Gambrill Co., one of the largest grain exporting firms in Baltimore, recently made an assignment to H. N. Abercrombie. The cause, as given by Pres. J. Hume Smith, was depression in the grain trade, the war scare in the Orient and congested condition of transportation.

Baltimore, Md.—John W. Snyder entertained H. S. Grimes, pres. of the Grain Dealers National Assn.; Geo. S. Bridge, of Chicago, R. S. Lyon, of Chicago; Geo. H. Morgan, pres. of the Pittsburg Grain & Flour Exchange; John L. Dexter, pres. of the National Hay Assn.; and Chas. England, of Baltimore, at the annual oyster roast of the Country Club at Pimlico.

Baltimore's destructive fire has laid waste the city's business district, including the Chamber of Commerce, in which were the offices of many of the grain commission and export firms. However, none of the city's eltrs. or hay terminals are reported to have been destroyed, hence the handling of grain will not long be interfered with except by the extraordinary demands likely to be made upon the transportation facilities for rushing in foodstuffs and building materials.

Baltimore, Md.—The following officers were elected Jan. 27 by the directors of the Chamber of Commerce: Jas. C. Gorman, pres.; Wm. M. Knight, vice-pres.; John L. Rodgers, treas.; Henry A. Wroth, secy.; Jas. B. Hessong, assistant secy. and cashier. Executive committee: Douglas

M. Wylie, Ferdinand A. Meyer, Eugene A. Slack, Daniel Rider and J. Collin Vincent. New directors: Douglas M. Wylie, Jas. A. Loane, Lewis J. Lederer, Ferdinand A. Meyer and Eugene A. Slack.

BALTIMORE LETTER.

Among the many visitors on the Chamber of Commerce recently were the following: A. McKean, New York; G. Prossenberg, Hamburg; C. Coughlin, Montreal; L. Siminton, Ohio; G. E. Marcy, Chicago; Jan. Schilthins, Rotterdam.

G. E. Marcy, of the Armour Grain Co., was on the floor of the Chamber of Commerce last Thursday, and his many acquaintances had the pleasure of greeting him. Mr. Marcy talked higher wheat prices so sincerely that he made a deep impression, but there is little or no short interest here, and he fell in with a lot of brotherly "farmer's friends," hence he ruffled nobody's serenity, and all who met him were both glad to see him and to hear him talk.

Geo. H. Campbell, Asst. Supt. in charge of eltrs. and other terminals of the Baltimore & Ohio Railroad in this city, has been appointed general superintendent of the B. & O. R. R., with offices in New York, to succeed Geo. F. Randolph, recently elected first Vice-Pres. of the B. & O. Mr. Campbell has been with the B. & O. R. R. since 1896. Previous to that time he was joint agt. at Cincinnati for the Big Four, Chesapeake & Ohio, and Louisville and Nashville Railroads. Mr. Campbell is a native of Mendon, Ill., where he was born in 1856.

The recent extreme cold weather and heavy snow has caused delay in movement of traffic on all the railway lines and some are much behind in their work. The handling of all merchandise has been greatly interfered with in this city, snow and ice covered streets having made hauling expensive and somewhat dangerous. Navigation of the rivers tributary to Chesapeake Bay is embargoed by ice and many of the small towns dependent upon water communication are greatly inconvenienced. Beyond occasional delays, sea-going ships are not hampered, and the two powerful ice boats have kept the main channel open and given assistance to numerous small crafts that were ice-bound.

J. Hume Smith, president of the grain receiving and exporting firm of Smith-Gambrill Co., which recently went into hands of receivers, is an applicant for the republican minority member of the Board of Police Commissioners. Petitions in behalf of his appointment were circulated on the Chamber of Commerce recently, one signed by republicans, and the other by democrats, endorsing the former. For a time interest was great as names went on the different petitions, each constituency endeavoring to outnumber the other to show their relative political strength. Mr. Smith will make a most excellent official, acceptable to all political parties, and his many friends are anxious for his success in this as in all other matters.

Baltimore's grading is being commented upon favorably from different quarters. About 85 per cent. of the corn arriving is grading contract, and the small discount on the under grades is highly satisfactory to the western shipper. It is also interesting to note that while clearances have been fairly liberal for this crop, no complaints have been recorded of poor out turn on the other side, proving that Baltimore's outward inspec-

tion of mixed corn is satisfactory. At the same time foreigners are liberal buyers of Baltimore's steamer corn. This is a happy illustration of uniform, in and out inspection, demonstrating that when the debauching of stock in public houses is not allowed, the grading must be satisfactory to all parties.

The growing wheat in Maryland, Pennsylvania and Delaware before the last snow looked thin and sickly, and on many fields there was little evidence of the plant. The recent snow was most timely and has raised the hopes of many farmers because it has given ample protection and may be the salvation of these dismal looking fields. The lowlands are more or less covered with ice which may prove injurious. In Virginia the plant has been generally exposed, and the continued cold weather has doubtless done further injury in that state. The freezing weather brings compensation by killing insects. Not for twenty years has the frost gone deeper into the ground and the constant freezing will put the land in good condition for working in the spring.

The suits recently entered by a number of grain firms of this city, for their own, also for western account, against the Central Eltr. Co., and the Northern Central Railway Co., have by agreement been withdrawn, and will be submitted to private arbitration. These claims are the result of damaged corn last season, it being claimed by the petitioners that grain in the eltrs. of the Central Eltr. Co. was not discreetly handled, the eltr. management having knowledge that the crop of 1902 was unusually liable to deterioration, therefore good judgment was not displayed in storing corn that was liable to get out of condition, with corn having better keeping qualities, resulting in unnecessary damage to a large proportion of the grain. The claims against the railroad are based upon detention of grain in cars, it being shown that in some instances cars remained on track indefinitely without being moved, and grain which graded contract on arrival in eltr. yards became unmerchantable before reaching the eltrs. There is some disappointment that these cases will not be tried in court, as there are important questions involved, therefore it seemed desirable that they should have been determined judicially.—B. M.

MICHIGAN.

Nunica, Mich.—A new grain eltr. is projected.

Jackson, Mich.—Horace S. Ismon, a former prominent grain dealer, died recently of pneumonia.

Woodland, Mich.—Roy Rowlander and Geo. Reiser have bot the eltrs. and lumber sheds of C. E. Rowlander.

Battle Creek, Mich.—M. G. Ewer has been re-elected secy. and treas. of the Michigan Grain Dealers Assn.

Lake Odessa, Mich.—Smith Bros. & Velte have succeeded F. B. Nims & Co., altho Smith Bros. alone bot the eltr.

Shelby, Mich.—Mrs. Elliott will continue the grain business of the late H. S. Elliott. E. D. Elliott will have charge.

Lawrence, Mich.—The engine at the eltr. of the Stockbridge Eltr. Co. broke down Jan. 25 and quite a delay was caused.

Sunfield, Mich.—J. H. Palmer & Co. have bot the Sunfield eltr. and will handle all kinds of grain and will also establish a bean pickery. The firm is composed of

Homer S. Reames, cashier of the Sunfield Banking Co., and J. H. Palmer, who will have charge of the business.

The Michigan Millers Association, at its recent meeting in Lansing, decided to work to secure the enactment of a state law providing for the establishment of rules governing the grading of grain, hay, beans and seed and for their inspection. W. N. Rowe seems to have been the leading champion of the proposed bill. If the state is to undertake such regulation then the grain dealers should see to it that the regulations are such as would not prove a burden to their business, as some state inspection departments have been. Much can be done to prevent this by securing the enactment of a proper law. The subject is one which merits a careful canvass by a conscientious committee before any action is taken, but surely the grain dealers owe it to their business to confer with the millers on the matter in hand.

MINNEAPOLIS

Over 200,000 bus. changed hands in the new future oats market in one day recently.

The Omaha road has begun acquiring land for the enlargement of its yards at East St. Paul.

The Van Dusen-Harrington Co. is sending out circulars to farmers emphasizing the necessity of using clean seed wheat.

The Coe Commission Co. has closed many of its offices in Dakota and Minnesota and eastern cities. It is not known how hard the concern has been hit by the bull market.

Jas. O'Leary, an employe of the North Star Maltng Co., was killed Jan. 22 by falling from a scaffold at the plant while assisting the plasterers.

Geo. Connery had his left hand severely injured Feb. 3 at the Diamond Eltr., while working with the machinery. His middle finger had to be amputated and it is doubtful if his hand can be saved.

The 225,000-bu. eltr. for the Calumet Grain Co. has been nearly completed. The building will be 56x84 ft. and 150 ft. high, with a handling capacity of 50,000 bus. a day. The power house is of fireproof construction, 56x62x24 ft., and will have 3 boilers, capable of furnishing 350-h. p. It will also contain an electric light plant.

All of the 21 flour mills in Minneapolis and 24 country mills were closed Feb. 1, by agreement, with a view to breaking the wheat market. Receipts of good milling wheat have been very light. In order to accumulate a supply it was thought better to close all of the mills for a few days than to close a few permanently.

The state railroad and warehouse commission issued notice, Jan. 26, to grain commission merchants, insisting on compliance with the Grindeland law, which is interpreted by the commission to mean that when any grain or flaxseed is sold on commission by a grain commission merchant for a customer (and that is meant to include all sales made on commission, whether the grain is sold on sample, grade, to arrive for future delivery, on track, cash or otherwise), that within 24 hours after he has made the sale he shall report in writing to the customer or consignor of the grain the price received therefor, the name and address of the purchaser, the date, hour and minute when sale was made, and as soon as grain is unloaded and delivered a complete return showing all the facts must

be made, including vouchers for all charges and disbursements paid or incurred. Any grain sold on commission must be delivered to the actual purchaser of that particular lot of grain.

MINNESOTA.

Kinbrae, Minn.—Allen & Snell, of Canby, have succeeded W. N. Bickley.

Ottertail, Minn.—The Osborne-McMillan Eltr. Co. will build its eltr. next spring.

Lime Creek, Minn.—F. C. Reynolds is looking for a location on which to erect an eltr.

Duluth, Minn.—The repairs on the Peavey concrete storage plant have been completed.

Audubon, Minn.—The farmers are organizing an eltr. company which will soon be incorporated.

Pennock, Minn.—The farmers are organizing a company and intend building a \$3,000 eltr. in the spring.

Dodge Center, Minn.—The Dodge Center Eltr. Co. is building a warehouse in connection with its eltr. for handling feed and corn.

Sleepy Eye, Minn.—The Sleepy Eye Milling Co. will change Eltr. A into a cleaning eltr. also, having found Eltr. B not able to meet the demand of the 2 mills.

Kasota, Minn.—The Hubbard & Palmer Co. has purchased from E. D. Davis the mill and flat house which it has leased for some time and used as a receiving house for the storage of grain.

Duluth, Minn.—Prosecution has been suspended by the state railroad and warehouse commission in the other cases against Edwards, Wood & Co., until the case already decided has been settled by a higher court.

St. Paul, Minn.—The state railroad and warehouse commission held a hearing Jan. 22 on the application of Herman Rippe, of Ceylon, Minn., for an order directing the C. & N-W. Ry. to build a side track to his eltr. and mill.

Cannon Falls, Minn.—The Cannon Falls Farmers' Eltr. Co. will enlarge its warehouse, increasing the capacity 20,000 bus. A cleaner, 3 stands of eltrs. and a 25-h. p. gasoline engine will be installed. F. A. Anderson is mgr.

St. Paul, Minn.—The Minnesota Farmers' Exchange failed to complete its organization at the meeting Feb. 2. Less than a dozen farmers attended the meeting. The promoters will endeavor to adopt articles of incorporation at a meeting called for Mar. 10. The objects are to do away with the middleman by building eltrs. and stockyards.

Hills, Minn.—At the first annual meeting of the Hills Mercantile Co., Jan. 30, it was voted to buy on a reasonable margin and on a division with competitors. The company contemplates installing cleaning machinery and a feed mill. H. E. Wyum, the efficient secy., treas. and mgr. was re-elected, his 10 years' experience in the grain business having proved valuable in running the eltr.

MISSOURI.

Kansas City, Mo.—W. T. Kemper is said to have bot large quantities of May wheat with a view to running a local corner.

Kansas City, Mo.—The corn drying plant in the Union Pacific Eltr. is being

used, it is said, on damp wheat for mixing.

Kansas City, Mo.—Harry T. Mulhall, mgr. of the Q Eltr. for the Armour Grain Co., has bot a membership in the Board of Trade.

St. Louis, Mo.—A committee has been appointed to consider the proper representation of the Merchants Exchange in the World's Fair grounds.

Moberly, Mo.—L. B. Wilcox has severed his connection with the Missouri Grain Co. For the present J. J. Spindler will be in charge of the business.

St. Louis, Mo.—Opponents in the December wheat deal met in the rotunda of the Merchants Exchange one afternoon recently and engaged in a fist fight.

St. Louis, Mo.—A suit is threatened against the Merchants' Exchange for alleged violation of a patent right in the erection of its new passenger lifts.

St. Louis, Mo.—The testimony in the December wheat deal injunction suits has been taken by the referee and given to the judges, who are expected to give an early decision.

St. Louis, Mo.—The bull clique to whom the contract stock of wheat was delivered on the December deal is having difficulty in disposing of the grain at the high price asked.

St. Louis, Mo.—Bankruptcy proceedings have been begun against Thos. A. Cleage, whose blind pool in December corn a year ago left hundreds of gullible investors poorer but wiser.

St. Louis, Mo.—J. C. McGinnitis, formerly well known in the grain trade of St. Louis, but who has been located in Kansas City, has returned and will again engage in business in this city.

Kansas City, Mo.—Harry Landa, of the Landa Roller Mills of New Braunfels, Tex., will build a 1,000,000-bu. eltr. in the east bottom. Mr. Landa is a brother of Issy Landa, of the Southern Grain Co.

St. Louis, Mo.—The Burlington road has given notice that orders forwarding cars of grain or hay to the Illinois Central would not be accepted, on account of the inability of the Interstate Car Transfer Co. to handle the trains.

Kansas City, Mo.—The hay and grain warehouse of J. A. Brubaker & Co. burned Feb. 1 with its contents of hay and grain and also 4 cars loaded with hay and grain. Loss, \$18,000 on contents; covered by insurance. The warehouse belonged to the Frisco Ry.

St. Louis, Mo.—United States Senator Joseph Burton, of Kansas, has been indicted by the federal grand jury for accepting a bribe from a grain company to defend its get-rich-quick swindle at a time when the post office department contemplated issuing a fraud order against the concern.

St. Louis, Mo.—A. F. McIntire, under indictment by the federal grand jury for operating an alleged swindle known as the Merchants Brokerage & Trading Co., and who escaped from the custody of a deputy sheriff, has been caught in Chicago, while conducting a similar game, and brot back for trial.

Jefferson City, Mo.—Sweeping reductions in freight rates in Missouri were made by the Missouri Railroad commissioners in a schedule issued Feb. 4. The reductions are about as follows: On grain, from 30 to 35%; on live stock, from 5 to 40%; on soft coal, about 50%; on hard coal, about 25%; on lum-

ber, about 15%; on merchandise, from 5 to 50%, and on other classes from 6 to 50%.

ST. LOUIS LETTER.

Harry G. Gays, formerly local representative of Jackson & Co., of Chicago, is now looking after the St. Louis interests of Milmine, Bodman & Co.

Suit has been brot against John T. Milliken, one of the prime movers in the December wheat deal, by Kirby Stevens on a note for \$5,000, which was extended last July, payable in 6 months to John C. Tomlinson and indorsed, it is alleged, to Stevens.

No. 2 red wheat sold for \$1 a bu. last week on the floor of the Merchants Exchange, for the first time in several years. The first lot was sold by Ballard & Messmore to the Annan-Burg Commission Co., and the second by the Senter Commission Co. to P. P. Williams.

The Illinois Railroad and Warehouse Commissioners have adjusted regular eltr. tare to 50 pounds on car lots of 40,000 pounds or less and 100 pounds on cars of over 40,000 pounds. Charles Davis, chief of the inspection department, issued the order. It is expected that the Mo. commissioners will adopt the same basis.—E. S.

NEBRASKA.

St. Paul, Neb.—The farmers are organizing a company to build an independent eltr.

Emerson, Neb.—The Holmquist Grain & Lumber Co. has installed G. W. Zapp as mgr. at Emerson.

Bertrand, Neb.—Wm. Bruce will install in his eltr. at this place a Boss Car Loader, furnished by the York Foundry & Engine Works.

Avoca, Neb.—Thiele & Marquardt have purchased of the York Foundry & Engine Works a Cleaner to be installed in their eltr. at this place.

Omaha, Neb.—Friends of the Omaha grain market are encouraged by the prompt response of the Great Western to the Northwestern's latest 2-cent cut.

Stratton, Neb.—Kellogg & Co., are repairing their eltr. and installing a cleaner and feed grinder, together with other machinery, furnished by the York Foundry & Engine Works.

Richfield, Neb.—O. H. Eggleston, who recently bot the eltr. of A. O. Reis, has no connection with the Nebraska Eltr. Co., having sold his interest Sept. 1. Mr. Eggleston now owns 2 eltrs., the one at Richfield and one at Murdock.

Nelson, Neb.—The mill and eltr. of Jensen Bros. burned Jan. 10. Loss, \$10,000; insurance, \$4,000. The business men of Nelson have offered the loan of \$5,000 for 5 years to enable Jensen Bros. to rebuild and continue the business.

Lincoln, Neb.—The Duff Grain Co. has completed its grain curing plant and will cure all grain destined for shipment to foreign countries. It is said to be the only plant of its kind in the west and will be operated in connection with the company's eltr. and grain storage tanks at Lincoln.

Omaha, Neb.—Trading on the new Grain Exchange began Feb. 1, with a sale of 5,000 bus. of May corn by Pres. Wattles at 40 cents. During the day 75 cars of corn were received and the corn market had a range of 1½ cents during the first half-hour. Over half a million

bus. of grain for future delivery were disposed of; and 191 cars of the cash article were sold. A few days before the opening Secy. Merchant of the Exchange issued a circular to 500 grain dealers in Nebraska soliciting their consignments.

NEBRASKA LETTER.

W. H. Ferguson, Lincoln, Nebr., made the first trade on the new Omaha Grain Exchange through the Updike Commission Co., of Omaha.

Nebraska City, Neb.—The Argo Starch Works expects to start work again about Feb. 14 after being shut down for several months. The trade of the west and south will be supplied from this plant.

A. V. Kinsler & Co., operating the Harris, Gates & Co. wire at Omaha, suspended business temporarily on Feb. 5. It is claimed that numerous large unpaid accounts with their customers, together with the rapid advance in the market, depleted their finances and they were obliged to suspend until collection could be made.

Many country shippers are seen daily on the floor of the Exchange, attracted there no doubt, some by curiosity, more by a desire to "size up the situation" with a view of turning business this way if their investigation should result favorably. It is expected that when the Exchange is in good working order that many dealers in the interior of the state will take out a membership. As yet they seem slow in doing so.

The second day's business on the Omaha Grain Exchange showed quite a little increase in the cash offerings, and since then each day has added to the number of cars had the day before. The enthusiasm displayed by the members on opening day was sufficient, if persisted in, to make an Exchange equal to the best in the country, of a city the size of Omaha and with the same amount of country back of it. Comparing the advances here since the opening to the advances during the same time in other markets, Omaha has really "led the van."

Robert Watka, who about a year ago was accused of having fired the Jaques Grain Co. eltr. at Ashton, is again accused of having set fire to the eltr. owned by E. G. Taylor at Schaupp Siding. Circumstances in the present instance seem very strong against Mr. Watka and it is the earnest hope of all grain dealers that if he is guilty this time, that he will be convicted. He has been scalping the market in and around Ashton for some time past; the supposition is that he has lost money and this together with the fact that the B. & M. railroad company recently requested him to unload a car that he had loaded and that had been placed for E. G. Taylor, has worked him up to the point of this and other lawless acts recently committed by him.

The Omaha Grain Exchange began operations promptly on the morning of Feb. 1st. The first cash trade reported was from J. F. Twamley & Sons to the Omaha Eltr. Co.; being 7 cars of mixed and yellow corn, at 38½ and 39c. The amount of option trading was very unusual in size for an infant Exchange; there being some 700,000 bus. bot and sold during the session. The Exchange samples offered, however, were not so numerous; doubtless because of the hesitancy on the part of country shippers due to their wishing to learn Omaha values before making many, if any, con-

signments. The first day's sales, however, demonstrated that Omaha was in a position to, and willing to pay as high as any other market for the same class of stuff.

The arrangements for the Nebraska Grain Dealers Assn. excursion are practically completed. Their party is made up of 180 Nebraska grain dealers, their wives and a few invited friends. At the last moment the demands for berth room have been such as to compel the committee in charge to restrict further applications to members only. It would have been an easy matter to have secured 6 pullmans full instead of 5 as the running schedule would have permitted it. Every one is looking for a good time and from all indications they will get "all that is coming to them." Preparations for entertainment at some of the stopping points is very elaborate, but they are being kept quietly within the knowledge of the committee until at the request of the grain dealers at these points it is made known. The party will leave Omaha the evening of Feb. 10, reaching New Orleans, after day stops at St. Louis, Memphis and Hot Springs, on the morning of Sunday, Feb. 14, remaining there during Mardi Gras days and leaving on Feb. 17 for the north again. Stopping in transit, however, one-half day at Little Rock and a day in Kansas City, returning to Omaha on the morning of Feb. 20. If no one else is glad when it is over, the committee, having the matter in charge, will be for they have been working nights and Sundays to insure the success of the trip.—E. C.

NEW ENGLAND.

Burlington, Vt., Feb. 3.—Too early and cold for crop news. Feed trade light; all business dull.—Jones & Isham.

A bill has been introduced in the Massachusetts legislature making the keeper of a bucket-shop liable to fine and imprisonment.

Boston, Mass.—Rodney Hardy, of Rodney J. Hardy & Sons, grain merchants, dropped dead from heart disease, Jan. 26, in the railroad station at Bristol, Conn.

Providence, R. I.—Hurd Bros., grain dealers, will build a 50,000-bu. eltr. and a 2-story brick building which will have a capacity for 100 car loads. Rails will be laid to the eltr. where the cars will be unloaded by electricity, which will be used to operate the entire plant.

Boston, Mass.—The annual meeting of the Chamber of Commerce was held Jan. 19 and the following officers were elected: Henry M. Whitney, pres.; D. W. Ranlet, of Ranlet & Goodnow, grain dealers, second vice-pres. Directors: Chas. M. Cox, pres. of the Chas. M. Cox Co., grain merchants; Bernard J. Rothwell, pres. of the Bay State Milling Co.; Wm. F. Berry and Geo. B. Wason. The result of the election is that the grain and flour trades are in the majority on the board of directors.

Boston, Mass.—The New England Grain Dealers Assn. has arranged with 3 of the leading fast freight lines to deliver cars of grain without overcharge above the proper bill of lading rate, to members of the Assn. only. Any member of the Assn., overcharged, on informing Secy. Jay Chapin at Boston, will have the excess promptly refunded. Mr. Chapin is in close touch with the car service manager of the railroads. Any regular dealer who has not yet joined the Assn. should apply for membership without delay. Mr.

Chapin is acting as secy. temporarily without pay, until a permanent secy. can be engaged to give his entire time to the work.

NEW JERSEY.

Jersey City, N. J.—Carpenter & Co. incorporated, \$50,000 capital, to deal in cotton and grain. Incorporators, Jos. H. Crystal, Jas. A. McCormick and Wm. P. Dougherty, of New Jersey.

Newark, N. J.—The Newark Grain & Hay Co. incorporated, \$50,000 capital, to deal in hay, grain, etc. Incorporators, Alex. Gilland, Jr., Wm. Cooper and Geo. W. Campbell, all of Newark.

NEW YORK.

Buffalo, N. Y.—The Lake Shore yards have been blocked for several weeks, and car service in other yards is poor.

New York Mills, N. Y.—The Equitable Warehousing Co. incorporated, \$10,000 capital. Directors; S. R. Campbell, W. S. Walcott and Frederic C. Walcott.

New York, N. Y.—The Peter Wannemacher Co. incorporated, \$10,000 capital, to deal in hay, grain, etc. Incorporators, and directors for the first year: P. Wannemacher, P. Wannemacher, Jr., and A. Engelhardt, of New York.

Honeoye Falls, N. Y.—The Tomkinson, Kenyon & Tomkinson Co. incorporated, \$30,000 capital, to deal in grain and other farm products. Incorporators, and directors for the first year: R. S. and S. R. Tomkinson and Delia C. Kenyon.

New York, N. Y.—Edward G. Burgess, pres. of the Produce Exchange, issued a circular, Jan. 28, giving the revised grades of grain, which will be effective in New York Feb. 1 and in Buffalo Aug. 1, together with a statement of the discounts at which lower grades will be applied on contract. Wheat—No. 2 red, No. 1 Northern, No. 1 hard spring, even; No. 2 hard winter, No. 2 white, 2c off; No. 3 red, No. 2 Northern spring, 5c off; No. 3 hard winter, 7c off. Corn—No. 1 white, No. 2 white, No. 1 yellow, No. 2 yellow, No. 2 corn, even; No. 3 corn, old, 2c off; No. 3 white, No. 3 yellow, No. 3 corn, 3c off; February to September, inclusive, or 5c off March to August, inclusive. Oats—No. 1 white clipped, No. 2 white clipped, No. 1 white, No. 2 white, and standard oats, even; No. 3 white clipped and No. 3 white oats, 1c off. Delivery of grain in Buffalo will be less the "published at and east of Buffalo rail rate," and less ½c equalization. Copies of the amended rules or any additional particulars will be furnished to grain dealers by L. B. Howe, supt. of the Exchange.

BUFFALO LETTER.

Some of the eltrs. and mills have been running grain lighters winters without much difficulty, but this winter is a different problem so that even the fire tugs bid fair to freeze in.

Ex-Pres. Dodge of the Chamber of Commerce, who underwent an operation for some internal difficulty, is back to his office again, looking about as well as ever. The "floor" gave him an ovation when he returned.

With the new George Urban Milling Co.'s mill running and the rebuilt Banner mill in operation again soon the added milling capacity will take about 32,500 bus., or a good train load of wheat, a day more than it did a year ago.

The almost total giving out of the regular red and white winter wheat sup-

ply from the west continues to make prominent the new and occasional wheats to be had. State wheat was brought in till the state millers had to raise the price of it to keep it all from flowing to the city and there is a better demand for macaroni and Kansas wheat.

The new administration at the Chamber of Commerce has ordered the posting up of the home grain prices every day at the close of the market, as ought to have been done long ago, as it gives a much more business tone to the floor. If this market is not to obtain prominence as a center for option trading, it ought to make the most of its actual delivery business.

Buffalo, N. Y.—It is getting to be time for the formation of the season eltr. pool and one meeting has been held. One interest is insisting on a much larger percentage than last season, on account of its heavy work done, all the others being willing to accept last season's figures. So there was nothing done. It is common, however, to hold several meetings before an agreement is reached.

Pres. Brown of the Chamber of Commerce has made up his committees for the year and has appointed the following as the grain committee: H. D. Waters, H. T. Burns, Charles Eckstein, Frank S. Elder, D. M. Irwin, J. A. Seymour, Jr., Frederick Truscott. The inspection committee is made up of E. T. Washburn, H. M. Barker, L. S. Churchill, A. W. Harold, E. M. Husted, F. E. Ogden, T. J. Stofor.

The inspection committee of the Chamber of Commerce is in favor of higher salaries for most of the employees of the inspection office and it is probable that the trustees will agree to the recommendation. The office covers weighing as well as inspection of car grain and last year's net earnings was a neat increase over the former year, and the work is very hard this winter, so that more pay seems entirely warranted.

This market is getting a large amount of grain by rail, in spite of the lack of wheat and the heavy weather. One day this week the inspection was 160 cars on track and 39 out of eltr. The work of collecting the samples is very hard this winter. A short time ago the Lake Shore yard was in such condition that Chief Inspector Shanahan was obliged to notify shippers that he was not able to reach all the cars. There is some improvement now and the notice has been withdrawn.—J. C.

NORTH AND SOUTH DAKOTA

Artas, S. D.—Geo. Kusler has bot the eltr. of Reagan & Hooper.

Howard, S. D.—Farmers are organizing a company to build an eltr.

Fairfax, S. D.—Z. K. Doane has engaged in the grain business.—I.

Cooperstown, N. D.—Hyde & Beier have succeeded R. C. Cooper, instead of W. S. Hyde alone, as reported.

Parkston, S. D.—Jacob Fergen, formerly of Shearer & Fergen, is now engaged in shipping grain on his own account.—I.

Fargo, N. D.—At the convention of the Tri-State Grain and Stock Growers, the report of the committee opposing the McCumber bill for federal grain inspection as impracticable was defeated, largely because O. G. Major, a Populist orator, declared the report would discredit McCumber in his own state.

White, S. D., Jan. 29.—As a primary grain market, White has for several years occupied a position at the head of the list of So. Dakota towns and at no time has it been surpassed by any except Eureka, in the northwestern part of the state, which until the past few years drew from a larger territory than any other town in the great northwest. Now, however, since new roads have penetrated that section and cut up the territory, White can easily claim first place as a primary grain market. The grain shipments from this station, on the last season's crop, have already reached the enormous amount of 900,000 bus. and when the whole crop is marketed the figures will reach nearly 1,500,000 bus., not taking into consideration what is being fed to live stock and finding a way to market in that form. Six firms represented on the local market will handle on an average of 225,000 bus. of grain on last year's crop, which was but a normal yield for the past several years.—E. T. Alguire.

NORTHWEST

Belgrade, Mont.—The Gallatin Milling Co. will build a 150,000-bu. eltr. this spring.—J. L. Thurston.

Greatfalls, Mont.—A company is being organized to build a grain eltr., warehouse and cold storage plant at Greatfalls, with branches probably at Belt, Cascade and other points. The company intends building an eltr. with a capacity of 134,000 bus., the grain handling machinery to have a capacity between 1,250 and 1,300 bus. per day. The 2 shipping bins will have a capacity of about a car each, and there will be storage, cleaning and sacking bins and bins for feed stuff. The dustless eltr. cleaner will have a capacity of about 700 bus. an hour and the oat clipper 250 bus. an hour. The eltr. will be lighted by electricity and will be so constructed as to permit of the erection of an annex, with a capacity of 50,000 or 60,000 bus., without additional machinery. W. G. Conrad, P. W. Gradford, W. N. Cockrill and others are interested.

OHIO.

Cleveland, O.—Hutchinson & Bowers, grain merchants, have dissolved partnership.

Cleves, O.—The hay and grain warehouse of Suit & Caine burned Jan. 26. Loss, \$10,000.

Noggle, O., Feb. 2.—The corn crop in this locality is short and quality very light.—Owens Bros.

Dorset, O.—A grist mill and a 12,000-bu. eltr. is being built, of which Lee & McIntosh will be mgrs.

Roxabell, O., Jan. 25.—No corn here to sell. Are now shipping some in from the west.—Chas. McCafferty.

New Philadelphia, O., Feb. 2.—Wheat in the ground looks fine. Corn and oats are scarce.—Eureka Milling Co.

Toledo, O.—Harry Cuddeback has severed his connection with W. A. Rundell & Co., and is now with Worts & Emick.

Cincinnati, O.—The Chamber of Commerce directors adopted a resolution Feb. 2 opposing grain inspection by the federal government.

Lacarne, O.—Herman and Henry Brokate have bot the eltr. of the Powers Eltr. Co., of Genoa, and will succeed it as the Brokate Eltr. Co.

Lewisburg, O.—D. C. Albert is building a large tobacco warehouse at Brook-

ville, where he will engage exclusively in the leaf tobacco business.

Toledo, O., Feb. 4.—Flood is occupying Toledo's attention just now, and until the ice goes out business will be quiet.—East Side Iron Eltr. Co.

New Philadelphia, O.—Considerable building and repairing of eltrs. will be done this season if the Ohio canal is improved.—Eureka Milling Co.

Cincinnati, O.—Gale Bros. Co., incorporated, \$125,000 capital, to deal in grain, flour, etc. Incorporators, Burtis W., A. C., P. M. and Mary J. Gale and H. E. Ricketts.

Maplegrove, O.—The 20,000-bu. eltr. for B. D. Knepper, of Tiffin, has been completed. It is situated at the junction of the N. Y. C. & S. L. Ry. and the P. Ry.

Toledo, O.—The plant of the National Milling Co. was damaged by fire Jan. 31. Loss, \$7,000 on warehouse and contents and \$2,000 on 10 freight cars and contents. Covered by insurance.

Clark, O.—Owens Bros. contemplate improving their eltr. and installing new machinery in the spring. Their store, office and wagon scale burned Jan. 14. Loss, \$1,000; insurance, \$700.

Larue, O.—Larue Grain & Eltr. Co. incorporated, \$12,000 capital. Incorporators, M. E. Burke, B. F. Sager, W. E. Denman, Jas. B. Guthrey and E. M. Rizor. A 10,000-bu. eltr. will be built.

Hollansburg, O.—A bonus of \$1,500 is being solicited, in the country surrounding Hollansburg and Glenkarn, for T. E. Slick, who, if it is raised, will put in an 80-barrel mill and eltr., combined.

Greenville, O., Feb. 4.—The wheat crop of western Ohio seems to be very promising so far. While the wheat seems to be small, it is well rooted. It depends upon the spring weather as to the outcome of our crops.—A. E. Hill.

Glenkarn, O., Feb. 1.—Crops have been about an average here this year. Wheat was sown late and did not get much of a start, but we have had good snow all winter and the wheat is in as good condition now as it was at the beginning of winter.—Robert Davidson.

Cleveland, O.—The many friends of S. T. Williams regret that the condition of his health has compelled him to discontinue the grain commission business which he has built up by unremitting attention. It is hoped the genial climate of southern California will restore his health.

Cincinnati, O.—The directors of the Chamber of Commerce have re-appointed Homer Chisman grain and hay inspector for the ensuing year. The following compose the grain inspection committee: H. H. Hill, chairman; J. E. Collins, Jr., P. M. Gale, C. S. Macuire and A. B. Taylor.

Toledo, O.—The following officers were elected by the Interstate Grain Storage Co. at a meeting of the stockholders Jan. 26: A. Mennel, pres.; Isaac Harter, vice-pres.; W. F. Day, secy. and treas. Directors: A. Mennel, Henry W. Harter, J. E. Brown, Isaac Harter, Isaac Harter, Jr., W. F. Day and L. A. Mennel.

Columbus, O., Feb. 1.—Excepting two days, when the weather was mild, the ground was well covered with snow the entire month; wheat has not been injured, except in a few southeastern counties; early sown wheat averages in fair to good condition, late sown in north poor, and in south, some fields in bottoms probably injured by flood.—Government Report.

TOLEDO LETTER.

Lacarne, O.—The Brokate Eltr. Co. is remodeling the eltr. recently bot from the Powers Eltr. Co. and is enlarging the hay sheds.

Considerable difficulty is being experienced by the various milling concerns, in getting sufficient wheat to keep the plants in operation.

Earl C. Bear, of the Reed-Bear Grain Co., Hicksville, Ohio, was on 'Change last Wednesday. He stated that the concern was making a number of improvements about its eltr., putting in a new leg, supplanting horse power with steam power, in fact, making all necessary improvements to put the eltr. in first class condition.

The plant of the Toledo Salvage Co. was totally disabled temporarily by the floods, which have done considerable damage throughout this section, during the past month. The engine room was completely flooded, the machinery supplying the motive power, the shafting and belting, being put out of repair. The engine room of the C. H. & D. eltr. was also inundated, and it was closed.

J. P. Duffy, a foreman at the Miami Maize Mills, was almost instantly killed Tuesday, January 26, being caught between the side of a freight car and the grain chute, while superintending the loading of a car of grain. His neck and jaw were broken, death being almost instant. Two cars being shunted on the siding bumped into the one that was being loaded, forcing the latter car to such a position that caught Duffy between it and the chute.

The Northwestern Ohio Grain Dealers Assn. met last Wednesday in the rooms of the Toledo Produce Exchange. The attendance was light. The afternoon was spent in the discussion of prices of corn. A number of the members of the assn. have been paying 57 cents, 60 cents, still more others 61, and others going as high as 62 cents per cwt. for ear corn. These extraordinary prices paid by some of the members have been occasioned by the track buyers. Paul Vance, a grain dealer of southeastern Kansas, was a guest of the association.—D.

OKLAHOMA

Lenapah, I. T.—Shufeldt & Keith have succeeded North Bros.

Bison, Okla.—The Oklahoma Eltr. Co. has bot the eltr. of W. B. Johnson.—J. S. W.

Elreno, Okla.—The Canadian Mill & Eltr. Co. has increased its capital from \$60,000 to \$200,000.

Elreno, Okla.—The word "County" has been dropped from the name of the Canadian County Mill & Eltr. Co.—I.

Lenapah, I. T.—Crop conditions not very flattering. Hessian fly very bad in wheat.—Lenapah Grain & Hay Co.

Hobart, Okla., Jan. 28.—Since the rains of last week the wheat prospects are much better than formerly.—E. H. Linzee.

Gage, Okla.—Kramer Bros. are replacing their upright engine, which was too small, with a Thompson-Lewis Horizontal Engine.

Oleta, Okla.—Kramer Bros., of Wellington, Kan., are replacing their upright engine with a Thompson-Lewis Horizontal Engine.

Wann, I. T.—A. F. Camden, an employe of the Midland Eltr. Co., of Kansas City,

had both legs severely burned, Jan. 23, in a hotel fire.

Guthrie, Okla.—J. C. Robb will build a 200,000-bu. eltr., which will be the distributing point for Galveston and northern markets for Oklahoma.

Hobart, Okla.—The Linzee-Goodwin Grain Co. incorporated, \$50,000 capital. Mr. Goodwin, who was formerly cashier of a bank at Clinton, is secy. and treas. and E. H. Linzee will continue to manage the business. A number of eltrs. will be built this season.

Oklahoma, Okla., Feb. 1.—Wheat suffered from drought over western Oklahoma and Indian Territory until 20th when general precipitation benefited crop; over central and eastern Oklahoma wheat is in fair to good condition; plowing for oats and corn well advanced with ground in good condition.—Government Report.

PACIFIC COAST.

Wilbur, Wash.—Jas. A. Muir has bot the grain warehouse of H. M. Hansen.

Sheridan, Wyo.—The J. W. Denio Milling Co. has succeeded the Sheridan Milling & Eltr. Co.

Cheney, Wash.—The Farmers' Grain & Supply Co. will buy or build an eltr. and warehouse.

Spangle, Wash.—The Farmers' Grain & Supply Co. contemplates buying or erecting a warehouse at Spangle.

San Francisco, Cal.—The annual dinner of the Chamber of Commerce was held Jan. 23 at the Palace hotel.

San Francisco, Cal.—Bolton, de Ruyter & Co., grain commission brokers, suspended business Feb. 4. Liabilities, \$250,000.

Los Angeles, Cal.—On account of the unprecedented drouth in southern California cattle and sheep are dying. The hay crop is said to be a failure; and large importations of feed and coarse grains will be necessary.

Kendrick, Idaho.—A company is being organized to build a tramway from Kendrick to Big Bear ridge, from which about 200,000 bus. of grain have been hauled annually to Kendrick. The tramway, it is thot, will double the grain receipts at Kendrick.

San Francisco, Cal., Feb. 1.—Wheat, oats, barley, and grass continue in good condition in central and northern sections but growth slow, owing to cold weather; rain in southern California too light to improve conditions and farm work suspended.—Government Report.

Portland, Ore.—At the annual election of the Chamber of Commerce, held Jan. 20, the following officers were elected for the ensuing year: W. J. Burns, resident member of Balfour, Guthrie & Co., pres.; W. H. Corbett, vice-pres.; Samuel Connell, pres. and mgr. Pacific Coast Milling Co., was re-elected secy.

Spokane, Wash.—The annual meeting of the Washington Grain & Milling Co. was held Jan. 21 and the officers, who were re-elected, are: M. Moriarty, pres.; John Wickham, vice-pres.; J. K. Smith, secy. and treas. The warehouse, which the company completed in 1903 and is now occupying, is 50x142 ft., has a foundation of solid rock and concrete, is mill construction with 21-inch brick walls and is 3 stories high. The railroad siding is built on a level with the second floor and grain in bulk may be spouted directly from the cars into the receiving bins. The

office of the company is on the first floor. A 25-h. p. dynamo furnishes power for the plant.

PENNSYLVANIA.

Pittsburg, Pa.—Geidel & Dickson have removed their office to 432-434 Seventh avenue, where they have better facilities for handling their grain and hay business.

Philadelphia, Pa.—Miss Elsie Price, daughter of E. H. Price, a member of the grain committee of the Commercial Exchange, was married recently to Winfield S. H. Kraft, who is connected with the P. Ry.

Philadelphia, Pa.—Samuel Cox, who was arrested Jan. 31 charged with stealing grain from the eltr. of Sitley & Son, and Harry Kelly, a shipping clerk of Sitley & Son and who is charged with assisting Cox in his thefts, were each held Feb. 2 in \$500 bail, Cox pleading guilty and Kelly pleading not guilty.

Philadelphia, Pa.—The new officers of the Commercial Exchange are: Walter F. Hagar, pres.; Geo. P. White, vice-pres.; Nathan Sellers, treas.; Armon D. Acheson, secy.; Henry A. Tumelty, assistant secy.; Frank Hogust, superintendent. Directors, for 2 years: Chas. Dunwoody, Wm. H. Tenbrook, S. C. Woolman, R. F. Dewese, W. R. Brown and E. E. Delp. Grain committee: Jas. B. Canby, Geo. G. Omerly, L. G. Graff, Jr., Chas. J. String, Samuel L. McKnight, E. L. Rogers and E. H. Price. Arbitration: Frank Richards, A. E. Brecht, L. J. Logan, A. D. Bahmer, Wm. J. McMullin, A. Judson Stites, Wm. R. Potts, Willis C. MacNutt and J. S. Pultz.

SOUTHEAST.

Atlanta, Ga.—A. B. Baxter & Co., a bucketshop having 125 branch offices, suspended business Jan. 20, to the loss of many victims.

SOUTHWEST.

New Orleans, La.—The Sugar Exchange talks of consolidating with the Board of Trade.

New Orleans, La.—The fees of the new weighing department of the Board of Trade will be 50 cents per car, in; and 25 cents per 1,000 bus., out.

Clarksville, Ark.—The Clarksville Mill & Eltr. Co. incorporated, \$15,000 capital. The officers of the company are: R. D. Dunlap, pres.; Sam Laser, vice-pres.; E. S. Meyer, secy.; A. N. Ragan, treas.

New Orleans, La.—During January 808,168 bus. of wheat and 551,493 bus. of corn were exported from New Orleans; compared with 1,216,203 bus. of wheat, 3,798,504 bus. of corn and 17,142 bus. of rye during Jan., 1903, as reported by W. L. Richeson, chief inspector of the New Orleans Board of Trade, Ltd.

New Orleans, La.—Under the consolidation of the Board of Trade and the Maritime & Merchants Exchange, the inspection of grain at New Orleans was brot under a single head, Feb. 1. W. L. Richeson, formerly chief inspector of the latter exchange, has been appointed chief inspector for the consolidated exchanges. The grain trade will be looked after by a grain committee of which Lucas E. Moore is chairman. A grain future department will be opened within a month; also a department for the supervision of weights of grain.

New Orleans, La.—Vice-Pres. Winchell of the Rock Island-Frisco system,

who is making a tour of a part of the system, said recently when speaking of the southern terminals: "We do not feel that there is eltr. capacity here sufficient to accommodate the grain business as it will be thru this port. We are going right ahead with our plans for the development of the terminal property here, and the improvements will include not only eltrs. to a greater capacity than that which the Illinois Central owns, but also the erection and completion of wharves and storage facilities."

TENNESSEE

Wartrace, Tenn.—W. R. Craig & Co., of Pulaski, have opened a grain warehouse at Wartrace. C. B. Adkins will have charge.

Nashville, Tenn.—Since the first of the year the Nashville Price Current has been published, appearing regularly every Wednesday and Saturday, with the official quotations of the Nashville Grain Dealers Exchange.

Newbern, Tenn.—The eltr. and mill of the Newbern Mill & Eltr. Co. burned Feb. 6 with 8,000 bus. of wheat. Loss, \$15,000 on eltr., mill and machinery; insurance, \$10,000. The wheat was valued at \$4,000, with no insurance.

Nashville, Tenn.—At a meeting of the Chamber of Commerce Feb. 2, it was decided to delegate prominent citizens to appear before the committee on rivers and harbors at Washington, Feb. 16, to urge the improvement of the Cumberland River.

Memphis, Tenn.—The new board of directors has re-elected E. R. Gardner, inspector and weigher, N. S. Graves, secy., and Felix Paquin, chemist. The following have been chosen on the membership committee: Hugh Pettit, F. W. Brode, T. O. Vinton, W. W. Simmons and John W. Turner.

Nashville, Tenn.—The Nashville Warehouse & Eltr. Co. will build a 300,000-bu. eltr. at its plant at So. Nashville, doubling the present capacity. The company at present handles 3,000,000 bus. of grain each year and last year 7,500 cars were stored in the warehouse. It operates a public eltr. The officers of the company are: Edgar Jones, Pres.; Samuel J. Keith, vice-pres.; Chas. Rouzer, secy. and treas.; C. A. Harrison, superintendent.

Nashville, Tenn., Feb. 1.—Continued low temperature with deficient precipitation and little or no snow protection until the last week, in addition to almost continuous freezing and slight surface thawing, proved very injurious to winter grains, and prospects are worse than for many years; where wheat was well planted early with drill, or deeply covered, the plant looks fairly well, but in many places the stands are so poor the land will be plowed up for other crops; winter oats are mostly winter killed.—Government Report.

TEXAS.

Bartlett, Tex.—Reese & Kaare have dissolved partnership.—I.

Garrison, Tex.—McDuffis & Garrison recently suffered a loss by fire.—I.

Timpson, Tex.—E. J. Blunt succeeds E. J. Blunt & Co. in the grain business.—I.

Waco, Tex.—Early, Foster & Co. have succeeded M. M. Early & Co. in the wholesale grain business. W. M. Foster is one of the firm.

Houston, Tex.—The T. H. Thompson Rice Milling Co. has applied for a receiver for the Sheldon Canal Co., which owns a plant in Harris and Liberty counties worth about \$500,000. If the application is granted creditors will receive their claims.

Galveston, Tex., Feb. 1.—Wheat, rye, oats, and barley very backward in all sections, but generally benefited in north portion by precipitation of 20th and 21st; in Brazos River Valley small grain is very poor, some has not germinated, and some of that up is dying as result of drought; preparation of ground for spring crops unusually well advanced.—Government Report.

Galveston, Tex.—The suit of Wm. J. Orthwein and others against the Galveston Wharf Co. under a contract for the rental of Eltr. B, was heard in the federal circuit court Jan. 21. The contract was made in July, 1897, and the suit was begun July 7, 1899. It is alleged the trackage charge of \$1 per car exacted by the Wharf Co. was unwarranted; and the plaintiffs seek to recover the amount so paid, \$13,035.

Galveston, Tex.—The grain exports during January, as reported by C. McD. Robinson, chief inspector of the Board of Trade, amounted to 1,488,880 bus. of wheat and 342,514 bus. of corn; compared with 1,112,447 bus. of wheat and 672,856 bus. of corn during January, 1903. Exports since Sept. 1 have been 9,877,511 bus. of wheat and 1,175,967 bus. of corn; compared with 7,159,856 bus. of wheat and 1,635,643 bus. of corn during the corresponding period of last season.

TEXAS LETTER.

The Texas Millers' Assn. held a meeting Feb. 9 at Ft. Worth.

Lometa, Tex.—J. M. Mitcham has succeeded Wilhite & Mitcham.

Oglesby, Tex.—The King Milling Co. has succeeded W. L. King.

Reports have been circulated very freely that the farmers in the Panhandle of Texas were turning under their wheat and replanting with cotton, and that this condition prevailed in other portions of the state. Frank Kell, a miller of Wichita Falls, says in regard to this report from the Panhandle, that there is some wheat being plowed under, but that these are the fields that were seriously affected by the drouth and had made no stand, but that where there was a reasonable good stand of wheat farmers had no idea of plowing under and that the acreage would probably be nearly what that of last year was and the outlook was very fair. An investigation of the subject would seem to show that these reports are without foundation.

C. L. Moss, a grain dealer of Dallas, says: "In the black land district of north Texas wheat is in very good condition and while it suffered to some extent by the drouth it is in very good shape now and I know of no cases where it is being plowed under and the prospects are that there will be as good a crop this season as last, that is from the present indications." As to the corn crop of this state, it is very likely that the acreage will be somewhat curtailed in favor of cotton which has been bringing record prices this year, but the consensus of opinion among grain men and millers is to the effect that where there will not be a great deal of corn marketed this coming year there will be ample for home

consumption. This forecast of the corn is based on reports coming in regarding cotton acreage.—J. S. W.

WISCONSIN.

Boyd, Wis.—E. E. Ramsdell will discontinue buying grain.

Boyd, Wis.—F. Bergevin & Co. have installed a No. 4 Bowsher Combination Feed Mill.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are offered at \$550, with bids limited at \$500.

Milwaukee, Wis.—The Rialto Eltr. Co. has increased its capital from \$200,000 to \$300,000 and the number of directors from 3 to 7.

Janesville, Wis.—The Northern Grain Co., of Chicago, has installed a Constant Patent Chain Feeder for handling ear corn from the dump.

Boyd, Wis., Feb. 2.—The grain crop in this section is short owing to excessive rains and nature of soil, which is very heavy.—F. Bergevin & Co.

Milwaukee, Wis.—Millers have suggested to the Chamber of Commerce that the stock of wheat in the mill eltrs. be included in the weekly visible supply statement.

Roberts, Wis.—The eltr. of the Wisconsin Eltr. Co. burned Jan. 27, with the office and several thousand bus. of grain, principally oats. Loss, between \$10,000 and \$15,000; insurance, \$5,000.

Forest Junction, Wis.—The eltr. of the Wisconsin Malt & Grain Co. burned Jan. 26. Loss, \$6,000. The John P. Dousman Milling Co., of Depere, bot grain jointly with the Wisconsin Malt & Grain Co. and its interest was fully covered by insurance.

Milwaukee, Wis.—Eltr. E, which is owned by the C. M. & S. P. Ry. and operated by the Milwaukee Eltr. Co., was damaged by fire, Jan. 27, which started in a dust conveyor on the fourth floor. The eltr. was full of grain, but the fire was kept out of the grain bins and the damage amounts to only about \$500, caused mostly by smoke and water.

Berlin, Wis.—C. S. Morris has purchased the St. Paul Eltr. and will fit out the upper floors for the storage of all kinds of grain and will use the basement for cold storage. He will build a platform all around the building and on the river side will build a dock for boats. Arrangements will be made so that cars can dump directly from the tracks into the eltr. without extra handling. It will be ready for operation by spring.

Milwaukee, Wis.—The congestion on track has been greatly exaggerated. On Jan. 30 only 168 cars of grain were on track and not unloaded. Much of the delay in unloading this wheat is due to the advance in the market for the higher grades, the sellers of the lower grades holding the grain on track hoping to receive the advance shown by the option market. The Chicago, Milwaukee & St. Paul road has been releasing about 30 cars a day, and expects soon to take down its blockade notice.

Milwaukee, Wis.—At the recent meeting of the Wisconsin Millers' Assn. the following resolution was adopted: Whereas, We are informed and for reasons believe that a lower rate of freight is being given to certain line elevators for the transportation of their grain to their terminals or lake ports than that which is being given to millers who are manu-

facturers and prohibits millers buying their grain at equal prices; Therefore, Be it resolved that we protest against such action of the railroad companies in every such preference in favor of their line elevator companies as being unfair and unreasonable against the milling interest of the state and respectfully request that the railroad companies at once take such action as will give no advantage to the grain dealer as against the miller.

Racine, Wis.—Wm. Henry Lathrop, one of the pioneer grain dealers of Racine, died Jan. 27 at his home, from the effects of a stroke of paralysis, sustained several months ago. Mr. Lathrop went to Racine in 1840 and purchased the first load of winter wheat ever bot in Racine at 50 cents a bu., which was also the first grain ever sent out of Racine, and was shipped to Buffalo. In 1845 he entered the grain commission and shipping business with partners, as King, Conroe & Co., which was afterward succeeded by Munroe, Lathrop & Co. and later by W. H. Lathrop & Co. Mr. Lathrop built an eltr. in Racine in 1847 which he afterward sold to the railroad, but was connected with the grain trade of Racine until his eltr. was burned in the great Racine fire. The grain business was removed to Milwaukee about 1878.

MILWAUKEE LETTER.

Dealers are not doing much and business continues very poor.

Oregon, Wis.—Richards, Graves & Roberts have dissolved partnership here as well as at Brooklyn.

Eau Claire, Wis.—Geo. Coach has commenced to buy grain on the Northwestern road about 5 miles north of Eau Claire, where he has a warehouse.

E. P. Bacon, Capt. Magdeburg, H. A. Van Auker and others who are interested in the progress of the "Cooper Bill" to strengthen the powers of the Interstate Commerce Commission, have received advices that hearings before the committees of the two houses will be opened about Feb. 16th.

Two changes have been made in the trading force of the local pit. W. F. C. Krull, who has been connected with the firm of L. Bartlett & Son Co. for the last two years, has taken a position on the floor with B. F. Frank & Co., who represent Gillett, Denniston & Co. of Chicago, and W. O. Forker, the former manager for that firm in Milwaukee, will become associated with L. Bartlett & Son Co. Mr. Krull was at one time a partner of Edw. G. Hadden under the name of Hadden & Co.

Wallace M. Bell returned from the meeting of the National Board of Trade in a pessimistic frame of mind, saying that none of the legislation recommended to Congress is likely to be enacted at the present session of Congress; but Geo. H. D. Johnson, the other delegate, takes a more cheerful view of the situation. It is the latter, by the way, who has been elected 2nd Vice-President of the National organization. Both of the gentlemen are confident that the McCumber bill will never get beyond the stage of infancy.

The report sent out from a Michigan city, which has gained considerable currency in the public press, to the effect that an order had been issued at Milwaukee laying up the Grand Trunk car-ferry, "Grand Haven," and the steamers Nyack and Naomi of the Crosby Transportation Co., on account of a shortage of

cars and bulk freight and because of unfavorable weather conditions, is a mistake. The ice on Lake Michigan has seriously interfered with traffic, but the boats, which are especially equipped for this service, will continue running as usual.

At last Milwaukee is practically certain to have a new railroad. The "Southern," which has been trying to obtain entrance into the city for some time past, but was blocked by court proceedings, has secured control of a large tract of land, which will be traded off to the city for a portion of Mitchell Park that, owing to its swampy nature, is of little value. It will, nevertheless, give the railroad just the right of way that it needs. Shipping interests here are very much elated over the prospect of securing additional facilities and cutting into the close traffic agreement that has been maintained for years by the local roads.

The barley market here is beginning to show a little more life than it has of late, and some maltsters are buying who have been out of the market for a time. On the whole conditions are much better for sellers than they were the last of January and the first of this month, although it is necessary, even yet, to carry considerable barley along, from day to day, unsold. Low malting and feed barley are particularly dull. Other grains are in fair request at quotations, with no especial feature to report in the demand. The "blockade" notice against wheat is still in force and the yards are filled with off-grades which cannot be disposed of.

A farce which has been going on in the local courts is ended with the dismissal of the suits which Lewin A. Wood and Robert H. Edwards brought against the Chamber to restrain the directors from trying them on charges made by the committee on markets concerning alleged dealings that have been given wide currency in the public press. The attorneys for the plaintiffs asked the court to enter a simple order of dismissal, but Judge Noyes, who represented the Chamber of Commerce, insisted that the suit be dismissed in such a manner as to prevent any revival at some future time, and the order was so entered. This is a victory for common sense and justice. It will be remembered that in Sept., 1903, the committee on markets, consisting of E. J. Furlong, Harry Berger and Walter Stern, reported to the directors that Wood & Edwards were trading in a manner contrary to the rules—to put it mildly—and the board served notice on them to appear for trial Sept. 25th. Before the day of the trial Wood sold his membership to E. L. Brown, but the board declined to execute the transfer, claiming that the members were not in good standing when the sale took place. It was claimed by the plaintiffs that the market committee were prejudiced against them, but the Chamber won out on the preliminary motion, the Supreme Court sustaining the ruling.

During the successful run of "The Pit" in this city, one performance was made very realistic by the participation of regular traders from the Chamber of Commerce, all of whom acquitted themselves admirably. Wallace M. Bell was a prominent figure in the clique of "bears" which downed Jadwin, and among others who shouted themselves hoarse on that side were Messrs. Krull, Bartlett, Ellsworth, Lowry, Farrell, Bush, Springer, Copen-

haver, Riley, Patterson, Franke, Perry, Rodee, Shepard and Leland. The bulls were represented by Messrs. Knowles, Stacks, Heberlein, Morgan, Wheaton, Roberts, Robertson, Tupper, Maze, Foraker, Buerger, Hotchkiss, Chapin, Congdon, Sawyer, White, Emery, McCoy and others. Archie McFayden, the door-keeper of the Chamber performed the same office in the scene on the stage, and his appearance was the signal for prolonged applause. Various tricks on the visiting Thespians had been determined upon by the "boys," among which was a plan to "count out" Crookes, the broker, who falls under Jadwin's fist at the close of the trading scene. Wilton Lackaye, however, circumvented them by having the curtain dropped quickly as the climax was reached. Mr. Lackaye made a speech in acknowledgment of the applause. This contained a number of witty "hits" on option trading, and added to the enjoyment which was occasioned by the entire affair.—T.

Milwaukee Receipts and Shipments.

W. J. Langson, secy. of the Chamber of Commerce, reports the receipts and shipments at Milwaukee, Wis., during the 4 calendar years past, as follows:

	1903.	1902.	1901.	1900.
Wheat ..	9,081,615	10,360,593	13,050,850	10,848,939
Corn	2,308,500	2,701,220	3,425,300	5,779,850
Oats	8,357,550	6,774,300	8,763,300	8,506,100
Barley	17,450,440	13,059,950	12,201,650	16,250,831
Rye	1,020,200	1,117,507	1,558,600	1,165,150

	1903.	1902.	1901.	1900.
Wheat ..	1,710,156	2,338,969	411,622	2,166,431
Corn	1,390,220	1,724,784	2,741,781	4,958,140
Oats	7,782,002	4,472,592	7,232,695	7,962,205
Barley	8,136,102	6,835,794	6,096,149	8,348,778
Rye	624,810	1,039,232	716,673	799,598

Annual Report of the Michigan Millers Mutual.

The 23d annual report of the Michigan Millers Mutual Fire Insurance Company shows the company's assets Jan. 1st to amount to \$1,556,526.95, of which \$500,731.99 was cash, the balance being the net value of premium notes on hand. The liabilities of the company amounted to \$245,475.96. Losses in process of adjustment \$37,812.15, reinsurance reserve \$181,567.42, the guarantee deposits \$26,096.39, making the net assets \$1,311,050.99. The company's losses for the year amounted to \$227,132.63. Its losses on flour mills and grain elevators exceed the receipts from that class of risks, yet in spite of this the company added \$15,000 to its net cash surplus and paid members the usual 50 per cent dividend. It was enabled to do this by reason of its large cash surplus and profits on other classes of property. At its annual meeting the old officers were re-elected.

Dollar Wheat.

I have been a-waiting patient
For all these years and years;
I've been a-studying Wall street,
And now the problem clears,
I've joined a farmers' corner,
It will be music sweet
To hear the sinners kicking,
When we get dollar wheat.

I've just begun to fathom
The way the trick is done;
I used to think it wicked,
But now it's harmless fun,
When all the trumps you to holding,
The game you're bound to beat;
It will be easy playing
When we get dollar wheat.

We'll ride in parlor coaches
Whenever we take the train,
With silver-mounted reapers
We're going to mow the grain;
Farm land will cost more money
Than buildings on a street;
We'll show them real fashion,
When we get dollar wheat.

—[Washington Star.

Grain Carriers

A war in rates on rice to points north is impending.

The grain blockade which has tied up western Kansas is being rapidly broken!

Farmers propose to build 50 miles of railroad between Webster and Watertown, S. D.

Tracklaying is being rushed on the White River line of the Missouri Pacific to Aurora, Mo.

The greatest labor war ever fought over American shipping has been planned by lake vessel owners.

Survey of a line from Sumas to New Westminster, B. C., has just been completed by the Northern Pacific.

Construction of the Des Moines & Missouri Railway from Des Moines to Seymour is to begin this spring.

Heavy grain shipments are being made to the southeast over the Nashville, Chattanooga & St. Louis Railroad.

An extension from Okmulgee, I. T., to Shawnee and Oklahoma City is to be built by the Ozark & Oklahoma Railroad.

The Chicago, Burlington & Quincy Railroad will build from O'Neil, Neb., west, opening a direct route between Denver and St. Paul.

The Rock Island and the Missouri Pacific have reduced the rate on grain 2 cents per 100 pounds from points in Missouri to Memphis and the Gulf.

Switching charges are the subject of a late report by the Railway Transportation Assn. of New York. The committee recommends the payment for switching by the ton instead of the car.

The Great Northern Railroad has applied to the Minnesota Railroad and Warehouse Commission for permission to abandon for the winter several wheat stations.

The different car shops of the Wabash, in repairing bad order cars, now are giving preference to grain cars to the exclusion of other cars.

A uniform bill of lading has been prepared by the Louisiana Railroad Commission for all roads. The order of the commission to use the prescribed form will be fought in the courts by the roads.

A 6-ft. channel in the Mississippi River from St. Paul and Minneapolis to Cairo was advocated recently before the house committee on rivers and harbors by a delegation headed by Governor Van Sant of Minnesota.

Dredgemen object to the government operating its own dredges, claiming it costs the government 13 cents a cubic foot to remove material from the straight channel at Toledo, while contractors were doing similar work for 8½ cents.

The arbitration committee of the American Railway Assn. has decided that the roads on whose tracks rolling stock of other roads was at the time of the Kansas City floods must pay for cars lost or damaged in the floods. Why not pay for the contents also?

Ninety per cent of the southwestern grain arriving at Minneapolis is said to

be hauled from Chicago by the Wisconsin Central under an agreement with the Santa Fe to accept half of the thru rate. Lines running direct from the Missouri River to Minneapolis are expected to retaliate.

The fact that grain in store at Georgian Bay points is costing 1½ cents more per bu. to move to Europe than grain in Buffalo, during the winter when navigation is closed, is operating against the movement of grain out of store. Grain exporters will try not to be caught with grain at the Georgian Bay ports when navigation closes next season.

The Omaha grain rate war, inaugurated by the Great Western, is spreading, just as was to be expected, to other territory. When the other Missouri River-Chicago lines followed the Great Western's cut, the southwestern lines began to suffer; and to hold its business the Santa Fe cut the rate from interior Kansas points to Galveston 5 cents. The Missouri, Kansas & Texas Railroad followed with a reduction of 5 cents in the rate from Kansas City to Galveston.

A third reduction in the rates on grain from Omaha and other Missouri River points to Chicago was announced by the Great Western Feb. 5. The latest cut will become effective about Feb. 10, and places the Great Western in the same position of advantage it had when the rate was first cut 2 months ago. The new rate is a reduction of 2 cents, being 10 cents on wheat and 9 cents on corn per 100 pounds, to Chicago. Only a few days earlier the Northwestern had reduced its rate 2 cents, thru Omaha; and Omaha rates now are lower than in years.

Meeting Interstate Grain Dealers Assn.

The Interstate Grain Dealers' Assn. met at Hoopeston, Ill., Feb. 1, at the office of Pringle & Browning.

The dealers were called to order by Pres. Cadwallader; and State Secy. Geo. Beyer was present and gave an interesting talk.

It was a wide-awake business meeting, each dealer having brot his mite and had a good time in general. Come to these meetings, Brother Dealers; it will do you good.

The future conditions with the railroads and troubles with their motive power are making the dealers very uneasy. They can see hot corn, and, in fact, some exists now. As spring draws nearer the troubles will be more pronounced. Railroads are praying for warmer weather and the grain dealers for anything to get the stuff forward before spring.

On motion, it was decided to have a traveling man.

The meeting adjourned to meet Feb. 8 at the same place.

Illinois dealers present: J. R. Carter, Alvan; S. M. Rose and C. C. Amsler, Cissnapark; E. E. Rollins, East Lynn; Sam Lockhart, Wellington; O. L. Langellier, Dawson Park; W. W. Boughton, Milford; Messrs. Bushnell, Findley; Lewis & Chamberlain, Hoopeston; W. M. Hirschy, Chicago.

Indiana dealers: O. W. Bishop, Williamsport; F. S. Davis, Marshfield; M. A. Current, Stateline; Ira Cadwallader, West Lebanon; F. F. Summers and J. A. Harlan, Ambia; B. M. Rollins, Cheneyville; C. A. Bissell, Antwerp, O.



To Owners of Gasoline Engines, Automobiles, Launches, Etc.
The Auto-Sparker
does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.
Molsinger Devlee Mfg. Co.
88 Main Street, Pendleton, Ind.

Feed Your Boiler with a Desmond Injector

Simplest, Most Satisfactory, Least Expensive.
It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 18 to 22 pounds of steam; works as high as 190 to 200 pounds.



It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.

The Desmond will grade lower than any other injector made.
SOLD UNDER AN ABSOLUTE GUARANTEE.
WRITE FOR CATALOGUE.
Desmond-Stephan Mfg. Co. URBANA, OHIO.

"The Special Car Mover"

IS PUTTING IT MILD
"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL
Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F.O.B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER
Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
and Storage System is the best and cheapest that are low down and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Supreme Court Decisions

The suit of John G. Stradley against the Cargill Elevator Co., to set aside the transfer of land to the company at Sault Ste. Marie, Mich., has recently been decided in favor of the elevator company by the Supreme Court of Michigan.—97 N. W. 775.

A warehouseman's lien for the storage of property prior to Laws 1902, p. 1775, c. 608, extending the lien of a warehouseman as against mortgagees and sellers on conditional sale, is not superior to such other liens.—Singer Mfg. Co. v. Becket. Supreme Court of New York, Appellate Term. 85 N. Y. Supp. 391.

A landlord has a lien on all agricultural products raised on the premises, to secure his rent and supplies for the current year, which may be asserted against the products, or the purchaser thereof. Such lien may be asserted against a person, irrespective of whether, he had notice of the lien.—Ball, Brown & Co. v. Sledge. Supreme Court of Mississippi. 35 South. 447.

Stipulation in a note given to cotton commission merchants by a dealer in cotton for money loaned, that he would during the season consign to them 100 bales of cotton, which number he handled, and in default thereof would pay 50 cents per bale commission for any not shipped, does not make the note usurious.—Kitchens & Bro. v. Robinson Bros. Supreme Court of Alabama. 35 South. 461.

While an act of God will excuse a common carrier for loss of goods in his possession, yet, where the negligence of the carrier concurs in or contributes to the loss, he is liable therefor. When, however, it is shown that the loss was due to an overpowering cause, the burden is on the opposite party to establish such negligence of the carrier.—Jones v. Minneapolis & St. L. R. Co. Supreme Court of Minnesota. 97 N. W. 893.

The measure of damages for a total breach of a charter by the charterer by refusing to accept the vessel is the net amount that would have been earned by the vessel under the charter, less the net amount earned, or which might with reasonable diligence have been earned during the time required for the making of the voyage under the charter.—Cornwall v. J. J. Moore & Co. District Court N. D. California. 125 Fed. 646.

Under section 27 of the landlord and tenant's act (Gen. St. 1901, Sec. 3871), a landlord is entitled to an attachment upon the crops raised by his tenant where the rent is payable in a share of the crop, in case the tenant has disposed of an appreciable portion of such crop, even though a sufficient portion is left for the landlord's share, and even though the time has not arrived when such share should be harvested and delivered.—Harmon v. Payton. Supreme Court of Kansas. 74 Pac. 618.

An initial carrier issuing a bill of lading stipulating for the carriage of goods to their destination if on its road, otherwise to deliver the same to another carrier on the route to said destination, and providing that no carrier shall be liable

for loss not occurring on its own road, nor after the property is ready for delivery to the next carrier or consignee, is not liable for the failure of the connecting carrier to deliver the goods.—American Hay Co. v. Bath & H. R. Co. Supreme Court of New York, Appellate Term. 85 N. Y. Supp. 341.

A contract by which a railroad built a side track for a shipper, who agreed to exempt it from all liability for loss from fire caused by the railroad's negligence or otherwise, of property placed in the vicinity of the side track, exempted the railroad from liability for fire communicated by sparks from an engine entering upon tracks leading to the side track for the express purpose of using the side track in the business of, and solely for the use of, the shipper, and under his direction.—Mann v. Pere Marquette R. Co. Supreme Court of Michigan. 97 N. W. 721.

The cashier of the Bank of Yolo called up an agent of the Sperry Flour Co. at Sacramento and offered to advance \$1,400 to the buyer of a lot of wheat for the account of the company, if the company would agree to honor his draft for \$1,400. The Sperry Flour Co. agreed to honor the draft, and did so. The bank brought suit to recover the money advanced, in the superior court of Yolo county, and recovered judgment. In affirming the decision of the lower court the Supreme Court of California said: "A contract made by telephone by persons in different counties is made where the person is who accepts the offer of the other."—74 Pac. 854.

Where the duty of the seller is to send goods to the buyer, the general rule is that delivery to a common carrier is equivalent to a delivery to the buyer himself. Particularly is this so if the carrier to whom the delivery is made has been designated by the buyer. The carrier is deemed the agent of the buyer, and not the agent of the seller. Such delivery affects the transfer of title, and is a sufficient performance of the contract to enable the seller to maintain an action for the goods sold and delivered, even tho the seller pays the freight, tho in controverted cases the payment of freight may have an important bearing in determining whose agent the carrier is.—24 Am. & Eng. Ency. of Law, p. 1071. San Antonio & A. P. R. Co. v. Turnham. Court of Civil Appeals of Tex. 77 S. W. 626.

A fidelity bond for the indemnity of an employer against the dishonesty of an employee, issued on the application of the latter, who pays the premium, and by him delivered to the former, which contains on its face, in addition to the contract of an indemnity, an undertaking of the employee to the obligor, and a provision that it shall not be binding on the obligor unless signed by the employee, is not binding on the obligor, unless thus signed, in the absence of a showing that the signature of the employee had been waived by the obligor. Statements made by an employer in support of his employee's application for such bond as to the nature of the duties of the employee, the extent of his authority, etc., are in the nature of warranties, and a breach thereof will avoid the bond.—United States Fidelity & Guaranty Co. v. Ridgley. Supreme Court of Nebraska. 97 N. W. 836.

An arbitration agreement provided that the board should render its decision with-

in 20 days after the third arbitrator should be selected, and both under Ballinger's Ann. Codes & St. Sec. 5104, and at common law, it is the arbitrators' duty to determine the cause "agreeably to the terms of the submission." The third arbitrator was selected May 23d, and a hearing immediately proceeded with. When the evidence was closed, one arbitrator announced that it was necessary for him to leave the state, and that he could not consider the award until his return, and this was agreed to by the parties. He returned June 11th, and on July 7th asked for certain books of account. On July 10th one party served notice of revocation of the arbitration. On July 15th the award was filed. Held, that the award was void, as rendered without authority.—Jordan v. Lobe. Supreme Court of Washington. 74 Pac. 817.

The transactions on the Chicago Board of Trade whereby Peter Jansen became indebted to Congdon & Co. were found to be in the nature of gambling, by the Supreme Court of Nebraska, and hence the court decided against the Corn Exchange National Bank of Chicago, which was endeavoring to collect notes given Congdon & Co., by Jansen, as margins. This queer decision, it seems, resulted from the action of the bank's attorney, who agreed with defendant's attorney that the transactions were gambling. As the bank's attorney failed to uphold the legality of Board of Trade transactions, the court's decision has no bearing on this point. The evidence showed that either party was lawfully entitled to delivery of the grain on the contracts. As the courts have always sustained the contention of commission merchants that Board of Trade transactions are legal, the failure of the bank's attorney to make a fight on this point was unfortunate for his clients.—97 N. W. 814.

Form of Affidavit to be Used in Filing Claim.

When a shipper is asked by his commission merchant or by the railroad company for an affidavit of the quantity of grain loaded into a specified car, in order that it may be used to complete a claim, he often feels at a loss what form to use, and some dealers even go to the expense of having an attorney draw up the paper. Others attempt to put in too much, so that the affidavit is confusing. Following is a form which is very simple but gives all the information that is necessary.

State of South Dakota, County of Bon Homme—ss.

John, Blank, being duly sworn, deposes and says that on the 21st day of December, 1903, he loaded into car No. 46,784, C. & N. W., 56,740 lbs. of wheat; that the weights were carefully taken, the grain doors well secured and the car tightly coopered, with no sign of leakage; and that the car was billed to Blank & Blank, Chicago, Ill., via the Chicago & Northwestern Ry., bill of lading being issued in the name of the owners of the grain,—

(Deponent's Signature.)

Subscribed and sworn to before me this 18th day of January, 1904.

(Notary's Signature.)

Of course, if the circumstances do not tally with the above, the form should be changed accordingly, but the affidavit should always be signed by the person

who actually weighed the grain and should state in addition the name of the shippers or owners.

Cool and Sweet; What Constitutes Shipment.

In July, 1902, L. J. Logan & Co. sold Wm. M. Harris, Providence, R. I., two cars of oats for first half August shipment guaranteed to arrive cool and sweet.

He refused both cars, one of which arrived hot and the other he claimed was too large (it contained 1,681 bus.), and that it was not shipped in time, basing his claim that he did not receive advice of shipment until August 19th.

The following copy of the decision of the Supreme Court, Providence, R. I., shows result of the suit:

DECISION.

Providence, Sc. Supreme Court, Appellate Division.
L. J. Logan & Company, V. J. T. W. No. 1229.
William M. Harris.

DUBOIS, J. This is an action of assumpsit brought by Lawrence J. Logan, doing business under the firm name of L. J. Logan & Co., against William M. Harris, to recover damages from the defendant for breach of his contract with the plaintiff to purchase two car loads of oats, one to be delivered at Providence, Rhode Island, and the other at Uxbridge, Massachusetts, both to be of the first half of August shipment and guaranteed to arrive cool and sweet.

Both cars arrived at their respective destination aforesaid and the defendant refused to accept the oats contained therein, claiming that the oats at Providence did not arrive cool and sweet, and that the oats at Uxbridge were not shipped in the first half of August.

The evidence for the plaintiff disclosed the fact that the oats did not arrive at Providence cool and sweet, as guaranteed, but were warm, if not hot, at that time, but that they could be rendered marketable by being raised and cooled in a grain elevator at some expense which the plaintiff was willing to assume. If the oats did not arrive in the condition guaranteed the defendant was justified in refusing to accept them. He was not obliged to make experiments to restore them to a proper temperature.

As to the Uxbridge oats, the burden of proof is upon the plaintiff to establish by a preponderance of the evidence, the fact that he caused the oats to be shipped on or before August 15, 1902.

It appears from certain official certificates that the oats were inspected and weighed August 14, 1902, in Car No. 60,385, the car that reached Uxbridge. The defendant claims that the oats did not become the property of the plaintiff until after the middle of August, and that the oats were not shipped until August 19, 1902, four days too late under the contract. If the plaintiff caused the oats to be shipped to the defendant at Uxbridge on or before August 15, 1902, that was sufficient, whether he paid for them at the time of shipment or afterwards is unimportant, because it does not appear that his nonpayment for the same caused any delay in their shipment. The oats must be deemed to have been shipped at the time they passed into the possession of the railroad company. If they were placed in Car No. 60,385 August 14, 1902, and the car remained idle until August 19, when it was started towards Ux-

bridge, they were nevertheless shipped August 14.

In my opinion the evidence for the plaintiff upon this point preponderates.

I find therefore that the defendant offers no valid defense to the plaintiff's claim for damages for the defendant's nonacceptance of the Uxbridge car. In my opinion the plaintiff took the proper steps in reselling said oats and is entitled to the difference between the price agreed upon between the parties and the price at which they were sold, together with the necessary expenses of sale.

Decision for the plaintiff for \$247.24 and costs.

An Illegal Switching Charge.

Some time ago the Chicago & Alton, without any regard whatever for the rights or interests of shippers unfortunately located along its lines, issued an order to the effect that "All grain billed to Chicago showing no delivery track or elevator will be subject to a reconsigning charge of \$2 per car when it is reconsigned to an elevator industry or team track, whether on or via our rails." The order is signed by E. D. Casey, Agent.

It may interest country shippers located along the Alton to know that this is in direct violation of the Illinois Law, hence those who ship to Chicago are being placed illegally at a disadvantage of \$2 per car. The law relating to this matter is to be found in Section 4 of an act approved Apr. 25th, 1871. It is as follows:

All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

Shippers who have been milked for this switching fee of \$2 a car should read the last three lines of the law and then call upon the C. & A. to refund the money they have been illegally required to pay. If the case is carried into the courts it would be a very easy matter for Illinois shippers to obtain return of their money. If the railroad stubbornly refuses to revoke its order, prompt action can be secured by taking the matter before the Railroad and Warehouse Commission.

Exports of breadstuffs during 1903 amounted to 73,144,774 bus. of wheat, 91,237,099 bus. of corn, 9,514,184 bus. of barley, 2,758,405 bus. of rye and 1,461,826 bus. of oats; compared with 128,371,712 bus. of wheat, 18,431,540 bus. of corn, 8,616,592 bus. of barley, 4,855,194 bus. of rye, and 5,864,042 bus. of oats during 1902, as reported by O. P. Austin, chief of the bureau of statistics. The value of the exports of breadstuffs during 1903 was \$193,920,266; compared with \$187,381,225 for 1902.

A SHELLER

Which removes all the corn, without breaking the corn and the cob to pieces, and without serious injury to itself, is a profitable investment. Such is the CHAMPION SHELLER

—MADE BY—

R. H. McGRATH, LAFAYETTE, IND.



LOOK. One thousand grain men were made happy (ask anyone of them) last year by using our New Era Passenger Lifts in their grain warehouses. Let us please you this coming season by placing one of them in your new grain elevator. The New Era Elevators are well and substantially built. Will last a lifetime; will more than pay for themselves in one season. They cost scarcely more than a stairway. They save time, work, worry and money. Let us know your wants.

Sidney Elevator Mfg. Co., Sidney, O.

"Gold Bricks of Speculation"

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A 500-page book in buckram explaining speculation and exposing bucket shop and "get-rich-quick" schemes. A book for the shipper, the farmer, the broker, the investor, the speculator, the lawyer and the student. Copiously illustrated. Price, \$2.18 postpaid.

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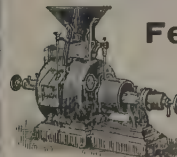
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The Berlin Bourse.

In view of the recent agitation precipitated in exchange circles by the circulation of pamphlets and circular letters, the effect of closing the Berlin Bourse, as clearly depicted in an article from the Century will be of more than passing interest to all identified in the grain trade. That part of the article pertaining to the grain trade follows:

The Bourse law of June, 1896, is certainly the most remarkable attempt in the memory of the present generation to repress speculation by legislative enactment. It boldly undertakes tasks which had been found impossible and had long been discarded in other countries as chimerical. The law is quite in line with the paternal theory of government extensively applied in Germany. It sets for itself the praiseworthy task of helping the weak and foolish. It will protect the "outsider" from dabbling in stocks. It aims to hedge off the professionals by themselves and to let them work out their own perdition. It will save the toiling farmers from "paper wheat." All these millennial things by a vote of Parliament.

The chief provisions of the law for attaining these ends are the following: first, a so-called "Bourse Register"; secondly, the prohibition of time-bargains in industrial stocks; thirdly, the abolition of "futures" in agricultural produce.

The abolition of time-dealings in grain and other agricultural product was against the will of the government, which clearly recognized the economic advantages of such transactions. It will interest the American reader to learn that the arguments made in our Congress against grain futures were extensively cited in the Reichstag by the Agrarians for suppressing them in Germany. Notwithstanding the resistance of the government, the amendment embodying the prohibition was voted by an enormous majority (204 against 39); and so the German farmer got what American farmers formerly demanded as the greatest possible boon that Congress could bestow upon them. It is therefore important for our farmers to note the sequel.

When it became necessary to reorganize the produce section of the Berlin Bourse a conflict arose between the brokers and the Prussian Minister of Commerce in regard to giving seats in the governing committee of this section to five prominent Agrarians who were not even members of the exchange. The minister had the legal right to do this; but as his selections fell chiefly upon agriculturists who had made themselves particularly obnoxious to the Bourse by their wild denunciations, the brokers saw in his action the evident intention not only to place watchmen over them, but also to humiliate them in doing so. The brokers were already much embittered over the prohibition of futures and the anticipated derangement of the trade; so they broke into open revolt, dissolved their organization, and set up a sort of irregular trading in another place.

Here they resumed time-dealings, omitting all features which the law laid down in its definition of "Bourse transactions for future delivery," like fixed quantities and fixed periods of delivery. These details were left to be settled by the dealers themselves. Such trading went on for a time unmolested, but later the Berlin police nailed up the building in which the dealers met, declaring it to be a bourse in the sense of the law; and the courts sustained them. The dealers then rented

an old abandoned hospital, erected stalls in it, and effected their transactions by circulating from stall to stall with their samples. The necessary close personal contact was thus preserved in a way; but the grain trade of Berlin had lost its efficiency, being disorganized and without authoritative quotations.

From the moment that the produce section of the Bourse quit their old quarters there was an interregnum in the grain trade of the country; the modern method of produce dealing was virtually abolished. What was the result? The "Eldest of the Merchants" say in their report for 1900: "At nearly every one of our meetings, at the beginning of the Bourse interregnum, we had to answer inquiries from the commissary departments of army and navy, from railway managements, municipal administrations, statistical offices, etc., for trustworthy grain prices; but we were only able to answer that we did not know." The report goes on to show that the only persons getting any advantage from the extinction of the Produce Bourse were the provincial dealers, who charged higher premiums for their increased risks growing out of the lack of Berlin quotations. In other words, they paid less to the farmers and asked higher prices from the millers.

The government at once recognized the disadvantage arising for all business interests through the lack of a produce exchange with universally accepted quotations for grain. Hence the Minister of Commerce opened negotiations with the seceded brokers several months after the dissolution of their organization, looking toward reestablishing it. These negotiations were continued for nearly three years before all parties were ready to bury the hatchet, which was done in January, 1900; and the brokers returned with more than half a victory to their old hall. Even the Agrarians had come to recognize the necessity of a produce exchange, for they had bitterly felt the lack of authoritative quotations. True, they still had the liberty to sell their crops in advance of delivery; but they found that they were unable to do this advantageously without quotations recognized by all interests, and without some board of appeal for settling disagreements as to grading. It is a highly significant fact that one of the chief reasons influencing the government to reopen the Produce Bourse was supplied by the Minister of War, who pointed out that, owing to the ruin of the grain trade, there would be no large dealers in times of war who could undertake the immense contracts that the ministry would then have to place; the commissary department would have to buy from hand to mouth at high prices.

The Produce Bourse was accordingly reopened on April 2, 1900. The government conceded to the dealers the right to resume dealings for future delivery and to publish time-quotations. The brokers, on their part, agreed to accept five Agrarians on their governing committee, who, however, were to be selected by the "Eldest of the Merchants" from a list of ten submitted to them; but, in practice, this turns out a barren victory for the Agrarians, and they rarely appear at the sittings of the committee. Equally barren is another point conceded to the Agrarians. They demanded that the words, "For actual grain," should be printed upon the sales notes of the reorganized exchange, as a safeguard against "paper wheat." Thus the great

Agrarian storm was laid with a phrase. For what is to prevent two dealers from settling the difference between the contract price of their transactions and the spot price at the time of delivery? As a matter of fact, grain speculation between professional operators goes on now in Berlin about as freely as ever; the only marked difference is that the outsider element is wholly shut out.

Such are the main features of Germany's recent Bourse legislation. What has been the result?

The moral effects of the law have been extremely bad. Through the "Bourse Register" a purely artificial distinction between legal and illegal transactions was introduced; unfortunate operators were tempted to break their plighted word; the restraints of Bourse morality and public opinion were weakened; and distrust has supplanted confidence.

The abolition of grain futures has been equally disappointing. The position of Berlin as a grain market has been seriously shaken. During the last few years the papers have frequently printed comparative quotations in the leading central markets which prove that German prices have become sluggish in responding to upward movements abroad; and that therefore German farmers are failing to get as quick an advantage from rising prices as those of other lands.

Owing to the above causes, a strong agitation in favor of revising the law has arisen. Many chambers of commerce and other commercial bodies have declared for revision; and, as a direct result of the Bourse law, the bankers of all Germany have organized themselves for the protection of their interests in matters of legislation and administration. The first annual meeting of the new organization, the Bankers' Congress, was held in Frankfurt, with an attendance of nearly eight hundred delegates—certainly the most imposing demonstration ever made in Germany by bankers. The congress unanimously voted in favor of a revision which should include the abolition of the "Bourse Register," the legalizing of time-bargains in industrial securities, and the repeal or reduction of the taxes on Bourse transactions and listings. The government, indeed, would now be willing to meet all these wishes of the bankers if a majority in the Reichstag could be secured for such a reform.

Receipts and Exports at San Francisco.

T. C. Friedlander, secy. of the Merchants Exchange, San Francisco, Cal., reports the receipts and shipments at that port for the past four years as follows:

RECEIPTS.				
	Wheat. crls.	Barley, crls.	Oats, crls.	Rye, crls.
1903.....	3,889,977	5,251,997	806,714	46,784
1902.....	9,120,543	5,943,909	819,115	361,586
1901.....	8,874,615	5,943,085	837,221	200,668
1900.....	8,565,190	3,702,625	726,386	111,305
EXPORTS.				
	Wheat. crls.	Barley, crls.	Oats, crls.	Rye, crls.
1903.....	2,759,525	3,907,027	49,587	2,810
1902.....	8,237,782	3,937,894	38,416	301,232
1901.....	9,294,538	4,072,241	151,704	144,446
1900.....	7,752,722	2,489,826	234,613	49,240

Mal exports during the 10 months prior to Nov. 1 amounted to 310,204 bus.; compared with 347,727 bus. for the same months of last year.

Mesquite beans are to be used by the War Department as fodder. The beans are crushed into a powder and added to other forage at the proportion of 1 to 5.

Meeting of Hay Dealers.

C. H. Davidson, of Bluffton, Pres. of the Northeastern Indiana Hay Assn., called the meeting to order in the Wayne Hotel, Ft. Wayne, Ind., Feb. 4, 2 p. m., and welcomed the dealers present. He recommended that the dealers get closer together and have more confidence in one another.

E. L. Carroll, in the absence of the Secretary, was elected Secretary pro tem.

Pres. Davidson, upon request of Mr. Green, stated the purposes of the organization. The members of the trade recognizing the need of confidence and co-operation among the hay dealers of the district, have started this assn. As yet we have not enuf members to insure the success of the organization. The committee on constitution and by-laws has not yet completed its work.

L. A. Henning, of the Committee on Form of Contract, to be used in buying hay, told of the advantages of putting contracts in writing. I must urge the necessity of taking written contracts and grading high.

E. L. Carroll: I think it not advisable to compel members to buy only on written contracts, as it wud effect a hardship in some districts, but I am favorable to written contracts. I think we shud draft a form of contract, have it printed, supply them to members and encourage their use.

An intermission for receiving applications for membership was taken, and five were received.

Upon motion, all applicants were admitted.

Ed. Carroll paid his compliments to the dealer who violates his agreement and recommended deposits to bind the agreements.

E. M. Wasmuth: The establishment of friendly relations among the dealers will go far toward relieving our trouble. Until we have confidence in one another we can not expect to do business at a profit.

M. C. Neizer: We are here because we have failed to get anything out of our business. We have no confidence in one another. believe every report of what our competitors are doing, and go them one better. We must reverse our plan and talk to our competitors before instituting a fight. Let us pay only what we can afford and not be afraid to talk to the dealers of our district. Without confidence we can accomplish nothing.

C. S. Bash recommended the division of territory.

O. Barsh: Stop quarreling and establish friendly relations.

C. E. Bash: We are in the hay business for what we can get out of it. We must give and take; not be eternally striving to get ahead of our competitors.

E. L. Carroll: An imaginary dividing line for any territory can not succeed. Growers have their preferences and will go where they please.

C. A. Burlingame: I favor a higher price for the large bale than the small bale. It costs more to put hay up in the large bales and I believe we cud afford to pay 50 cents a ton more for the same hay in large bales. All of the markets are usually overstocked with small bales, and the demand for large bales is better.

Mr. Carroll and Mr. Webber opposed favoring the large bales.

M. C. Neizer: I move that the matter

of discriminating in favor of the large bales be left to a committee.

Adjourned to meet at call of the President.

Half Twisting a Quarter Twist Belt.

A belt used in the ordinary way to transmit motion from one line shaft to another, ran well enough for a time, says a writer in the American Machinist, and then commenced breaking the laces and giving trouble generally.

One day the belt was taken down and stretched upon the floor, and it was found to be bowed, like an iron barrel hoop when it is cut and straightened out, a result which one can readily see the reason for upon careful observation, as the belt has more tension on one edge than the other.

The belt was sewn together with a half twist, as shown in the accompanying



drawing, for which we are indebted to Popular Mechanics, and has since run without trouble.

In every case where this remedy has been tried upon quarter twist drives that are giving trouble the results have been excellent.

The Japanese government is said to have placed heavy orders for rice in Burmah.

A broom trust is being organized, with \$13,000,000 capital, says Benjamin C. Graham, of Columbus, O.

The labor commissioners of Kansas, Missouri, Iowa, Nebraska, and South Dakota held a conference recently at Kansas City to form an interstate labor bureau to supply harvest hands.

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance . . .

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1885 Assets, \$3,380,676.56

Net Cash Surplus, \$466,594.95

W. L. Barnum, Sec'y.

MICHIGAN MILLERS

MUTUAL
FIRE INSURANCE CO.,
LANSING, MICH.

23 Years
Successful Business

50% DIVIDENDS

Assets	\$1,500,000.00
Losses Paid	1,000,000.00
Net Cash Assets	260,000.00

INSURES FLOUR MILLS, GRAIN AND ELEVATORS.

APPROVED

At its request the Grain Dealers National Mutual Fire Insurance Company of Indianapolis, Indiana, has been examined by the Indiana Insurance Department which has approved its condition and management. If you desire a statement or to consider insurance upon an elevator or its contents, address,

C. A. McCOTTER,
Secretary.

Patents Granted

Conveyor. No. 749,803. Wm. J. Paterson, Pittsburg, Pa.

Dust collector. No. 750,342. Allen C. Brantingham, Toledo, O.

Combustion motor. No. 750,336. Jacob F. Bentz, Schenectady, N. Y.

Vaporizer for gas engines. No. 750-451. William W. Grant, Brooklyn, N. Y.

Muffler for hydrocarbon engines. No. 749,883. Edwin L. Russell, Cleveland, O.

Steam or internal combustion engine. No. 749,864. Thos. S. James, London, Eng.

Mixer for explosive engines. No. 751-292. John M. Johanson, Cambridge, Mass.

Valve gear for explosive engines. No. 751,293. Johan M. Johanson, Cambridge, Mass.

Exhaust for explosive engines. No. 751,188. Abbot A. Low, Horseshoe, N. Y.

Cooling means for explosive engines. No. 750,885. Hilding Nelson, New Britain, Conn.

Internal combustion of explosive engine. No. 750,901. Frederick A. Seitz, Newark, N. J.

Carbureter for petrol motors. No. 751-434. Montague S. Napier and Arthur J. Rowledge, London, Eng.

Combined gas controller and igniter for explosive engines. No. 750,349. Stewart Cunningham, Turtlecreek, Pa.

Vapor engine. No. 750,488. Bennard H. Pomeroy, St. Louis, Mo., assignor to Wm. E. Johnston, East St. Louis, Ill.

Valve gear for explosive engines. No. 750,684. Ransom E. Olds, Detroit, Mich., assignor to Olds Motor Works, Detroit.

Grain car door. No. 750,431. (See cut.) Sylvester A. Bushey, Denton, Tex. The door frame of the car has metal plates with studs, over which fit corresponding apertures in metal plates on the door, to hold the door in position.

Car starter. No. 750,958. (See cut.) David France, Hawley, Minn. The shoe resting on the rail supports a standard in which are pivoted the operating lever and a rail engaging pawl, the lower free end of which extends thru an opening in the shoe.

Grain car door. No. 750,111. (See cut.) Elmer E. Kenfield, Washburn, Wis. The inner and outer layers of boards composing the door have between them a fabric, the end and bottom edges of which project, to prevent leakage around edges.

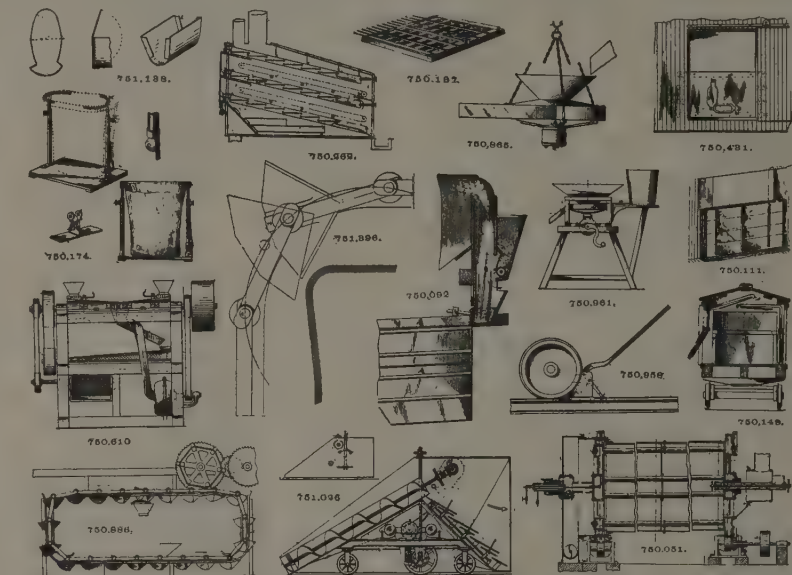
Malt making machine. No. 751,026. (See cut.) Herman J. Sulzen, Sacramento, Cal. The machine turns the malt on the floor by means of plows and conveyors mounted on a traveling wheeled carriage. Air is blown thru the malt as it is returned to the floor behind the carriage.

Bucket conveyor. No. 750,886. (See cut.) Chas. H. Notter, Chicago, Ill. A series of buckets is pivotally supported on an endless conveyor chain, each bucket overlapping the next adjacent bucket on

one side thereof. The buckets are made in two parts, being opened by a delay cam engaging a stud on one part.

Elevator bucket. No. 751,138. (See cut.) William G. Avery, Painesville, O. The bucket has a body portion formed of an integral blank having oppositely projecting flanges at both ends. The side pieces are bent upon themselves so as to include the flanges, and project so as to include the bottom of the body.

Grain huller. No. 750,610. (See cut.) Albert B. Couch, Houston, Tex. Two opposite cones rotate on a common axle. On each cone is a bar axially located, and in the casing opposite each cone are huller bars supported for adjustment to and from the cones. From the hulling cones the grain goes to a polishing cone.



Grain car door. No. 750,149. (See cut.) Jas. Barry, Seattle, Wash., assignor of one-half to Augusta F. Johnson, Seattle. The body carries sets of parallel links, each set of links carrying bolts at their outer ends. A bar connects the inner ends of the links for simultaneously moving them while retaining their parallelism.

Combined loader and trimmer. No. 750,865. (See cut.) John J. Lamb and James M. Adams, Galveston, Tex. A fan within a casing is driven by an electric motor on the same shaft. The material is spouted into the hopper and ejected thru a chute. The distributor may be hung and operated at any point to which the material can be spouted and wires conducted.

Apparatus for pickling or treating grain. No. 750,961. (See cut.) David R. Gardiner, Neepawa, Canada. A horizontal rotary mixing disk having a smooth concave surface receives at its center the grain from the hopper above and the fluid piped from the liquid reservoir. Within the casing and near the periphery of the disk is a scraper directing the grain into the lateral discharge opening.

Grain sieve. No. 750,167. (See cut.) Henry K. Clement, Laporte, Ind. A rectangular frame carries strips longitudinally and transversely. The end strips rest on the sides of the frame. The transverse metallic strips have ears at

their ends, the ears resting on the sides of the frames beneath the end strips. Projecting centrally from the transverse strips are ears secured to the under side of the longitudinal strip.

Feeder for grain separators. No. 750-092. (See cut.) John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Mfg. Co., Moline. The feed hopper has its lower end closed by the vibrating screen, just above which is a regulating valve. The upper part of the hopper is separated by a partition into a grain chamber and an air passage. Grain from the chamber is fed by a roller over a current of air passing upward.

Bucket elevator and conveyor. No. 751,396. (See cut.) Frederick V. Hetzel, Philadelphia, Pa., assignor to the

Link Belt Engineering Co., Philadelphia. The buckets push the material over a horizontal trough, the end of the trough at the vertical runway being raised, so that the bucket has an extended lateral movement over the trough before tripping to such a degree as to discharge some of the material carried thereby.

Vibratory drier. No. 750,262. (See cut.) Mortimer E. Cooley, Ann Arbor, Mich. A series of inclined chutes arranged to vibrate longitudinally are composed of a plurality of inclined pans. The shakers are oscillated by a plurality of oscillating bell crank levers. Conveyors carry the material from the foot of one chute to the top of the next chute. The chutes are enclosed in a housing thru the bottom of which at several points heated gases are introduced.

Bag holder. No. 750,174. (See cut.) Frank Denise and Wm. T. Buck, Freehold, N. J. At one extremity of the base is a fixed standard, opposite which is a fulcrum bracket held on the base and provided with upstanding members terminating in outwardly bent arms and also provided with an outer shoulder. The second standard has a lower spherical end held between the outwardly bent arms and provided with a depending guard to engage the shoulder. The standards are vertically adjustable and have bag-holding means.

Drier. No. 750,051. (See cut.) Chas. E. Geiger, Louisville, Ky. The manifold

at the discharge end of the cylinder has an annular chamber and a central chamber, the former being partitioned off into compartments, 2 ducts connecting each compartment with the central chamber; steam pipes are connected with the annular chamber. Connected with the manifold at its outer side is a case having its cavity communicating axially with the central chamber of the manifold, and provided with a stuffing box, thru which stuffing box extends a steam supply fitting having a steam passage, and a water chamber partitioned therefrom, a chamber in the case, encompassing the steam fitting receiving the water of condensation.

Meetings of Missouri Dealers.

Two meetings of the Grain Dealers Union were held in Missouri last month. On Jan. 21st two sessions were held at Moberly in the rooms of the Commercial Club. Upon motion by J. W. Hill, the meeting adjourned to meet in Mexico on or before April 1st. It is probable the meeting will be held on Mar. 29th.

Pres. Hunter appointed the following committees for that meeting:

Entertainment: W. W. Pollock, Mexico; J. B. Hurt, Armstrong; E. H. Algermissen, Montgomery City; B. W. Pearson, Laddonia.

Transportation: M. McFarlin, Des Moines; J. H. Wayland, Salisbury; W. S. Hathaway, Mexico.

Program and Invitation: G. A. Stibbens, Chicago; J. W. Hill, Des Moines; S. T. Marshall, St. Louis; L. F. Cobb, Odessa.

It was decided to invite Prof. Waters, Dean of Agriculture of the Missouri University, to address the meeting on the subject of corn breeding.

Among those present were the following: Thos. Collins, Madison, Mo.; S. Megown & Son, Renick, Mo.; Harry Plattner, Salisbury, Mo.; Geo. W. Crump, Centralia, Mo.; O. J. Wooldridge, Boonville, Mo.; D. B. Sailor, Montgomery City, Mo.; C. L. Wright, St. Louis; S. T. Marshall, St. Louis; S. J. Leach, Salisbury, Mo.; Geo. C. Martin, Jr., St. Louis; J. H. Miller, High Hill, Mo.; E. H. Algermissen, Montgomery City, Mo.; Jno. H. Wayland, Salisbury, Mo.; Wm. McMahl, Shenandoah, Ia.; W. W. Pollock, Mexico, Mo.; R. W. Pearson, Laddonia, Mo.; Jas. Sandbothe, Martinsburg, Mo.; A. F. Owen, Brunswick, Mo.; J. L. Gwynn, Shenandoah, Ia.; E. Picker, St. Louis; D. Hunter, Hamburg, Ia.; G. A. Stibbens, Chicago; L. F. Cobb, Odessa, Mo.; J. B. Hurt, Armstrong, Mo.; L. B. Wilcox, Moberly, Mo.; M. McFarlin, Des Moines; J. W. Hill, Des Moines.

THE SEDALIA MEETING.

On Jan. 22nd the Grain Dealers Union held a meeting at Sedalia, the meeting being called to order by Pres. Hunter at 2 p. m. The discussion of the proposed meeting at Mexico would indicate a large attendance from the vicinity of Sedalia. Among the dealers present at this meeting were the following: E. Picker, Jr., St. Louis; S. J. Dudley, Knob Noster; R. C. Frerkind, Alma, Mo.; S. L. Risser, Pleasant Green, Mo.; O. J. Wooldridge, Boonville; D. Hunter, Hamburg, Ia.; J. S. Klingenberg, Concordia, Mo.; J. W. Shy, LaDue; L. F. Cobb, Odessa; R. T. Hunt, Pleasant Hill; S. T. Marshall, St. Louis; G. A. Stibbens, Chicago.

Annual Meeting of Eastern Indiana Dealers.

The annual meeting of the Eastern Indiana Grain Dealers Association was called to order by Pres. M. C. Neizer of Monroeville in the Wayne Hotel, Ft. Wayne, Feb. 4, 1904.

The election of officers resulted in the selection of T. A. Doan, Ossian, for president; E. M. Wasmuth of Roanoke, vice-pres., and C. G. Egly of Berne, secy.-treas.

Secy. Egly reported 21 members in good standing. We have held 14 meetings in Ft. Wayne, 1 in Columbia City and 1 in LaGrange since July.

We have received \$237 and expended \$291 since the division of the old organization on state lines.

C. S. Bash: I move that we tender Mr. Egly our thanks for his services up to this time, and that hereafter we pay his carfare to meetings. Carried.

E. L. Carroll: Dealers having any claims against the railroads shud send the papers to the state Secretary. Please do not burden the Secy. with unjust or petty claims.

Upon motion the Treasurer was requested to make a full report of the financial condition of the Assn. at the next meeting.

E. L. Carroll: I suggest the election of the following Valuation Committee: M. C. Neizer, Monroeville; J. D. Sale, Bluffton, and E. M. Wasmuth of Roanoke.

Upon motion they were elected.

E. L. Carroll: I move that we hold our regular meetings the first Thursday of each month, in Ft. Wayne. Carried.

E. L. Carroll: Have any of you made any tests of the moisture in new corn? I re-elevated 600 bus. three times in 13 days. It lost 1,000 lbs.

We made a shelling test of one crib of corn of about 10,000 bus. of ear corn. It took 74 lbs. of ear corn to shell out a bu. of 56 lbs. of shelled corn.

Yesterday we shelled one wagon load of ear corn of about 1,500 lbs. It lost three bus. I buy by the hundred weight.

W. Singer: We received nine loads of ear corn yesterday, shelled it and found that we lost.

E. H. Culver: In a test of new shelled corn, I elevated 56,000 lbs. three times. It shrunk just 1,380 lbs. The more you test your grain, the easier it will be for you to understand why your grain shrinks.

The Toledo exchange is incorporated under the laws of Ohio, and I am employed by it to superintend the work of the weighing and inspection of grain. I employ the deputies and am responsible for their work.

We are always open to suggestions. We are glad to have you come and inspect our work. If you have trouble with weights or grades let me know it. I will look after your interests. My men can not afford to steal for the small amount they might gain.

The dealers then adjourned to the ladies' dining-room for a seven-course dinner.

[Continued on page 173.]



Cover's Dust Protectors
RUBBER PROTECTORS, \$2.00
METAL 1.50
SENT POSTPAID ON RECEIPT OF PRICE, OR ON TRIAL TO RESPONSIBLE PARTIES. HAVE AUTOMATIC VALVES AND FINE SPONGES.
H. S. COVER
153 Paris St. South Bend, Ind.

Sample Envelopes for Grain.

The **Spear Safety Envelope** is best suited to the needs of grain dealers. Write for samples
Manufactured by the
HEYWOOD MFG. CO.
Minneapolis, Minn.



We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.



TRIUMPH POWER CORN SHELLER
CO-BARTLETT & Co.
CLEVELAND O.

BELTING

FOR CONVEYORS AND ELEVATORS ALSO Fire Hose, Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.
GUTTA PERCHA & RUBBER MFG. CO.
96-98 LAKE ST., CHICAGO.
BROWN & MILLER, Managers.

WE'D LIKE TO HAVE

a picture of the man who isn't satisfied with the bags we make—or the prices that go with them.

MILWAUKEE BAG CO., MILWAUKEE, WIS.

EVENING SESSION.

After the dinner had been disposed of, the dealers returned to the assembly hall and were called to order by the new Pres., T. A. Doan.

S. B. Sampson was called for and after expressing regret for the absence of the ladies, pointed out some rough points in the Assn.'s territory. He expressed the regrets of Secy. Riley and Pres. Reynolds at their enforced absence. The officers and directors of the state assn. wish you well and hope that all the members who are not members of the state assn. will join. I will be glad to receive your applications.

J. W. Sale: I have been trying to recount a few of the many benefits secured to the grain dealers as the result of the trades assns. Had we not had many grain assns. all over the country, we could not in the short period of one year have organized a mutual fire insurance company and written over \$1,300,000 of insurance on grain elevators and contents. The Grain Dealers Natl. Ins. Co. has effected a saving in the cost of insurance and thereby reduced the cost of handling grain from the producer to the consumer.

C. S. Bash: I have received word from the merchants assns., the coal dealers and the lumber dealers. All of them are with us in the demand for a railroad commission for Indiana. The commercial interests of the state are financially of paramount importance. The people are reversing conditions; putting business into politics. Instead of having politics ride down our commercial interests.

Our committee will soon undertake to learn and post the dealers of the state as to whom it is to our commercial interests to elect to the state legislature. No more unselfish move has ever sought the support of the people than this one in favor of a state railroad commission. It is absolutely necessary to our securing justice in the matter of state rates. The move merits the earnest support of every one having the welfare of the state at heart.

J. W. Sale: The time to see the candidates is before they are nominated. Each of you has influence with some in your own district. Pick out the probable candidates of the dominant party of your district and help him if he is favorable to the commercial interests of the state. All of the trade associations of the state are with us and a league has just been organized to advance the interests of the proposed bill.

E. M. Wasmuth suggested the advisability of posting the dealers of the state as to the advantages and merits of the proposed railroad commission bill.

C. S. Bash: Bear in mind that 32 states have railroad commissions. None has ever discontinued their commissions. We want a law providing for a commission which shall have power to make rates and enforce its rulings.

We also want reciprocal demurrage, but we shall work for a separate law for this purpose.

If we get these laws, the shipping interests of the state will be better protected than ever and then we will be able to get cars when we want them.

Pres. Doan: We have had both sides of our business, the social and the business. The first is warm, the other cold as steel.

We don't do business with the railroads; they do the business and we give them our money. The minute you get your manifest your trouble begins. It takes about 10 minutes to make an overcharge and 10 months to get it back. Adjourned.

NOTES.

Ed Culver brought his rheumatism with him.

W. A. Gray of the Frisbee-Morgan Coal Company furnished cigars for all to burn, and as a result of their burning was roasted most generously and good-naturedly.

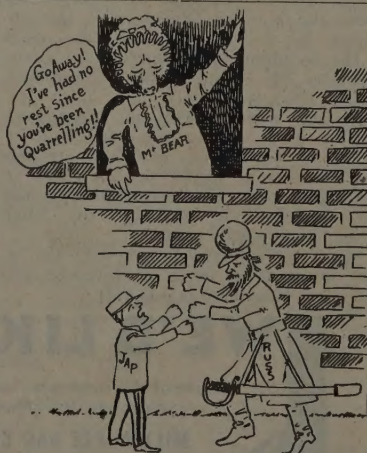
From central markets were J. A. Albert Geidel, of Geidel & Co., Pittsburg; Philip Geidel, Jr., of Geidel & Dickson, Pittsburg; H. H. Hill, Metzger-Hill Co., Cincinnati; C. Knox, Reynolds Bros., Grain Inspector Culver, W. E. Tompkins, representing Raymond P. Lipe, from Toledo; W. Kipe, with Blaney, Brown & Co., Boston.

Ohio was represented by the following: J. L. Doering and J. L. Pocock, Antwerp; A. P. Dull and wife and sister, E. M. Dull and lady, and J. M. Dull and lady, Celina; L. G. Gilliland and D. M. McMillan, Van Wert, and Thos. Singer, Dixon.

Indiana delegates were as follows: G. L. Arnold, Bluffton; C. S. Bash, Ft. Wayne; C. E. Bash, Huntington; I. F. Beard, Huntington; H. Beatty, Ossian; H. L. Buuck, Preble; Ed. L. Carroll, Decatur; G. W. Denney, Packertown; T. A. Doan, Ossian; Chris. Egly, Berne; C. Erne, Columbia City; L. M. Fishbaugh, Bippus, Ind.; N. A. Grabill, Daleville; J. Grove, Huntertown; W. H. Green, Lagro; J. H. Harbor, Sheldon; L. A. Henning, Decatur; J. H. Jones, Wabash; M. Kraus, Columbia City; O. O. Newhard, Uniondale; F. Neiderhouser, Berne; M. W. Richards, Roanoke; J. W. Sale, Bluffton; S. B. Sampson, Indianapolis; H. O. Silvers, Lagrange; D. A. Wasmuth and D. E. Wasmuth, Roanoke; A. A. Webber, Huntington; Jos. Witmer, Grabill.

Corn oil exports for the 11 months prior to Dec. 1 amounted to 3,951,478 gallons; compared with 3,324,329 gallons during the same months of 1902.

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